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MOTIVE POWER EXTREMES were in evidence on the combined UP-SP system in October 1996. SD90MAC 8201, freshly painted by VMV and containing a 6000-h.p. prime mover, was in Paducah, Ky., on October 30 (**top**). Meanwhile, Rio Grande GP30s 3015 and 3001 were at Sedalia, Colo., on October 9 (**above**). See RAILNEWS.

CARROLL COUNTY RAIL's former-L&N RS11 352 was at Minerva, Ohio, on October 12, 1996 (**right**) with Ohi-Rail S2 101. The county-sponsored tourist line operates with Ohi-Rail crews. See RAILNEWS.

OHIO CENTRAL purchased Conrail GP10 7505 and slug MT-4 1005. They were at Sugarcreek on October 3 (**below**). See RAILNEWS.

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KODACHROME REGGIE McGEE

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From the Publisher's desk: Artifacts

I sometimes wonder what happened to my Jersey Central 0-6-0 headlight which I acquired in a deal many years ago. It occupied a choice spot on the floor of my railroad basement until I moved into an apartment. After tripping over it a number of times, it was traded off for other less bulky railroadiana.

My collection still contains a North Jersey Rapid Transit arc light and an NJRT trolley controller. These items are big, and as my walls are covered with shelves containing a toy and scale train collection, they still lie on the floor. The headlight has a bracket on the rear permitting it to be hung — and that is on my list of things to do.

If you visit our offices you'll spot a switch stand in our reception room which is too large to keep at home. It came from a New York Susquehanna & Western siding in Stillwater, the next town over the hill from our office.

Californian Paul Lubliner is a collector of anything New York, Ontario & Western, and on a recent trip east he acquired an NYO&W headlight and other pieces which are now at his parent's home in New York. These pieces are saved, even if he sees them rarely.

These items were acquired legitimately. The speaker at a recent New Jersey Midland Society banquet talking about the Middletown & New Jersey Railroad told about putting up some Yard Limit signs on M&NJ property which promptly disappeared, probably by vandals rather than collectors. The NJM Society recently acquired a bell from an Erie 2-8-4 that had been stored away, unused, in a New Jersey church for many years. It had been too heavy to use as a church bell.

There is a myriad of other large highly collectable railroadiana items, among them station signs, Railway Express Agency wagons, scales, signals and crossbucks. All too often they're stored in a barn, garage or basement. They could be put to better use by donating them to a recognized, established railroad museum (Jim Boyd's beautiful big Pennsy cast oval crossing sign that "lived" in our office shipping room for more than a decade now has a good home with the Tri-State NRHS Chapter collection). The Toy Train Museum at Strasburg and the National Model Railroad Association's forthcoming museum in Chattanooga also accept items of this kind in, addition to model pieces. New Jersey's fledgling Transportation Museum already has 80 pieces of equipment scattered around the state and as yet no permanent home.

There are a few things you should know before donating any item to a museum. Once donated, the item becomes museum property and the museum has every right to do with it what it wishes. They might display it, and they might also sell it or trade it to another museum for something which is more to their needs. If the museum is a recognized charity under IRS regulations you might be able to claim a tax deduction. Find out if the museum will put a fair value on your donation or if you have to decide its worth. An item that is overvalued is a red flag to the tax people. They know!

Railroad museums need donations of all kinds to keep operating. Railroad museums need people who have time to lay track, repair equipment, act as guides, and sell tickets. They also need donations of equipment and other artifacts and they can always use cash.

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COVER

SD40-2 6366 is in charge of five other units as it hustles an eastbound trailvan train in February 1993 through Topton, Pennsylvania, on Conrail's Reading Line. Eastbounds normally run on the close track, but a slower train necessitated this run-around on the westbound main and an opportunity for this shot. Kodachrome by Chris Kimler.

(Bottom) Northbound with new North Central Service train109, Metra F40PHM-2 214 is stabbing Metra train 2139 at Grayslake, Illinois, at 6:28 pm on August 20, 1996. Train 109 is on Wisconsin Central tracks (former Soo Line), while train 2139 is on Metra's Milwaukee North Line (former Milwaukee Road trackage) to Fox Lake. Kodachrome by Ken Craig.

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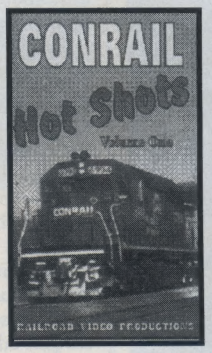
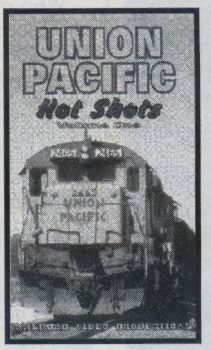


Tape No. 117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

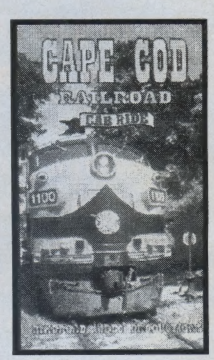
Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No. 118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.



Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.

Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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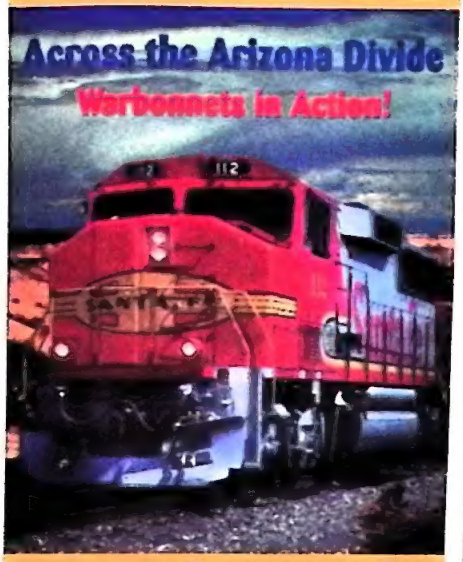
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FANMAIL

Pattenburg Tunnel not dead

Regarding Curt Katz's cartoon on "*Choo* Magazine Dead Spots" in the December 1996 R&R, I can report my one visit to Franklin Canyon several years ago yielded four or five trains in nice light "going the right way." And among my many productive visits to Pattenburg, I recall a particular sunny day in October 1995 when I nailed nine Conrail freights between sunrise and noon. Granted, there were times when I got only two or three trains at Pattenburg if I showed up in the middle of the day, but I was never disappointed if I made a point of getting there by daybreak.

I can't speak for Winston Tunnel on the CGW, but the cartoon depictions of Conrail's Pattenburg Tunnel and Santa Fe's Franklin Canyon could only have been dreamt up by a certain editor who is notorious for sleeping in late, eating a large and lengthy breakfast and getting trackside hours after the morning fleet has passed.

BRUCE KELLY
Coeur D'Alene, Ida.

⊂ *You're right* — J.B.

Winston Tunnel not dead, either

Who put Katz up to the RAILFUN panel in the December 1996 issue of R&R? Looks like Chief Grand Poobah Jim Boyd to me.

It's not true! A westbound train did come out of the west portal of Winston tunnel in daylight! I know. I was *almost* there! The slide I got shows the "new" bright red CGW color scheme on the train's F-unit as it crossed the ravine immediately to the west of the portal. I didn't want to get caught on the trestle, so I never made it all the way to the west portal. After the train passed I knew I had enough time to get to the east portal for an eastbound by going over the top!

JIM NEUBAUER
Chicago, Ill.

LA&L corrections

I have a couple of corrections to my article on the Livonia, Avon & Lakeville that appeared in the January 1997 R&R. The Conrail local to Avon is symbolled WARO-16, not WARD-16. There was never a Pennsy yard at Genesee Junction but rather a New York Central yard. The PRR and B&O only interchanged there. The PRR did have a yard and shops a couple of miles to the north, however, closer to downtown Rochester. The photo on page 47 of the 44-tonner should be credited to Kevin McGarvey.

PETE SWANSON
Avon, N.Y.

New England "One Spot"

Your FROM THE PUBLISHER'S DESK on "One Spots" in the December R&R issue fascinated me. I have fond memories of riding the cab of the "old" Springfield Terminal Railway's No.1 when I was in charge of relocating their enginehouse-office. I am sure you will hear from many readers about their One Spots that you did not mention.

I did expect you to mention Boston & Maine's No.1 (and No.2) which powered the Talgo train that Pat McGinnis purchased when he arrived on the B&M after leaving the New Haven. They were low-slung Fairbanks-Morse locomotives, one on each end, which powered a train of five three-unit cars.

ALAN E. MACMILLAN
Haines City, Fla.

Placing ties in Grand Island

I enjoyed the Grand Island story. However the bulldozer is not pulling rail. The rail is already in place on the roadbed. The bulldozer is pulling a concrete tie placer and flatcars loaded with ties. The tie placer also threads the rail onto the ties at the same time.

KAROL MILLER
Willows, Calif.

Charlie Russell Chew-Choo changes

Thank you for publishing my article about the "Charlie Russell Chew-Choo" in the November 1996 R&R.

I just thought I would update you on a change since I wrote the article. Lisa Gilbert has since resigned her post at the Lewistown Chamber of Commerce. The schedule for next season so far remains the same.

There is one small change that should be noted. The caption on page 43 should read "trestle east of Ware."

DALE JONES
Lewistown, Mont.

Caterpillar power

Regarding the news item in the December issue about BC Rail's RS18s and their "conversion to caterpillar power..." I'm sure you meant "Caterpillar," the trademarked name of that big company in Peoria, Illinois. Otherwise, the locomotive is gonna need a hell of a lot of leaves for fuel.

CHUCK MILLER
Mount Prospect, Ill.

Typical Benson

Congratulations to Ted Benson for yet another superb article ("A Typical Tehachapi Tuesday," December 1996 R&R). He consistently brings us words and pictures that describe the real railroading business. While some of us may watch the railroads because of a very narrow interest, there are many who are after the bigger picture, and Benson, like Steinheimer and others before, bring us not only superficial photos and technical trivia but the real feeling of what the railroad business is about — the triumph and disgust of moving the goods, day after day. shines through in his articles.

For those of us who are not fortunate enough to live near our favorite stomping grounds — Tehachapi, Donner Pass, the Feather River Canyon or Tennessee Pass, for instance — we thank photojournalists like Benson who do a marvelous job of bringing some of the action to us.

PETER ISMAIL
Annapolis Junction, Md.

Presidential Pullman

The news item in the November 1996 R&R on President Clinton's campaign train was interesting. Another Pullman used by a president, the *Superb*, is on display at the

KODACHROME, ALAN MILLER

Different Faces

TWO DIESELS have recently been returned to the colors of their former owners, and even though they share similar innards and long hoods, the faces are certainly different.. The Feather River Rail Society's Western Pacific GP20 2001 showed off its fresh coat of orange and silver paint at the society's museum in Portola, California, on September 14, 1996. The Geep was on R&R's January 1996 cover with only its short hood complete.

In Baldwin City, Kansas, Missouri-Kansas-Texas RS3m 142 has been returned to the colors of the Katy by its owner, the Midland Railway. The unit was built by Alco in 1951 and repowered by EMD in 1959. The 142 is one of only two of these hybrids still in existence. It joins Rock Island E8 652 and New York Central RS3 8255 in passenger duties on the Midland. It was at Baldwin City on October 9, 1996 (**below**). See RAILNEWS.

KODACHROME, E.N. GRIFFIN

Southeastern Railway Museum at Duluth, Georgia. It was used by President Warren G. Harding on a trip to the West Coast in 1923. Harding died in San Francisco, and the *Superb* brought his body back to Washington. After its career with Pullman was over, the *Superb* served as an office car on the old Charleston & Western Carolina. SCL donated the car to the museum, and after a major restoration project the *Superb* is now the crown jewel of the museum's collection. The museum is open most weekends from April to November and is located just off I-85 near Atlanta.

CONRAD CHEATHAM
Covington, Ga.

TIMETABLE

RAILFAN EVENTS

THE RAILROADERS MEMORIAL MUSEUM, 1300 Ninth Avenue, Altoona, PA 16602 (814/946-0834), will hold the following special winter events. Unless noted, regular admission fees apply. Winter hours are 10am-5pm Tuesday through Sunday.

Through January 5, "Holidays on the Railways" and S-gauge model railroad display.

January 18, Model railroad workshop, 12pm-2pm.

February 17, African American films and panel discussion, 7pm. Adults $2, children 3-12 $1.

TRAVERSE CITY, MICHIGAN, December 20-January 5. 6th Annual "Festival of Trains" at the City Opera House, an historical review of the train industry in the Grand Traverse region.

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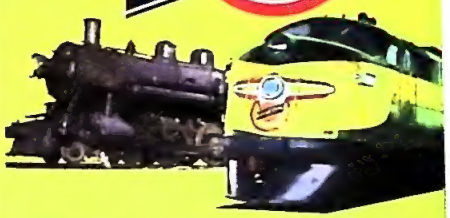

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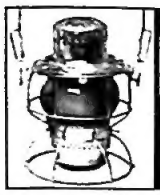

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THE AMERICAN STREAMLINER, PREWAR YEARS by Don Heimburger and Carl Byron focuses on deluxe passenger train travel in America from 1933-1942. History of many famous trains such as the *Super Chief* and *20th Century Limited* is presented. Hardbound, 10"x 10", 260 illustrations, largely color, $44.95 and $4.00 postage/handling.

GLOVER STEAM LOCOMOTIVES: THE SOUTH'S LAST STEAM BUILDER by Richard L. Hillman tells the rich history of this century-old firm that made small industrial steam engines. Chapters cover the company's history, manufacturing facility at Marietta, Georgia and the various sizes of steamers. A photo gallery and loco roster are some of the highlights of this 128-page hardbound book with 230 photos and color cover. Hardbound, $38.95 and $4.00 postage/handling.

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Horrible Heffalumps

IT WAS A BLUSTERY DAY when Winnie the Pooh drifted off to sleep. And in his dreams there appeared Heffalumps and Woozles. Just as Pooh was plagued by Heffalumps, observers of switchers along the Union Pacific were as well. UP cranked out 75 of the hammerheaded beasts, rebuilt from a variety of switchers at the Omaha Shops. Today, some of those Heffalumps aren't quite as horrible, such as these two at Dixmoor, Illinois. Green and yellow suits the no-number Heffalump that went south to Virginia to work for the Roanoke Valley Energy Facility, while another Heffalump turned blue to become Michigan Limestone's 108 (**below**). Maybe these Heffalumps have become Woozles.

TWO KODACHROMES: JOHN C. BENSON

Hours are 10am-6pm daily except Dec. 25, admission $3.50 adults, $1.50 children. Information: 616/922-2070.

PHILADELPHIA, PENNSYLVANIA, January 25. PCC streetcar charter over SEPTA's southeastern routes. Numerous photo opportunities. Tickets $25 from Wilmington Chapter NRHS, c/o Steve Barry, P.O. Box 226, Newton, NJ 07860.

PRINEVILLE, OREGON, February 1-2. Steam-powered log train on the City of Prineville Ry. with 3-truck Mount Emily Shay No.1. Two roundtrips daily with runbys. Fare $20. Tickets and information from COP Ry., 185 E. 10th, Prineville, OR 97754; 541/447-6251.

HACKENSACK, NEW JERSEY, February 8. EastRAIL '97 sponsored by the United Railroad Historical Society of New Jersey. Multi-media slide programs by Scott Snell, Tom Baker, Greg Nazarow, Sandy Burton and Steve Barry , plus a tribute to Don Ball. Tickets $10 in advance, $12 at the door from URHS, P.O. Box 711, Clark, NJ 07066.

KINGSTON, MONTANA, February 14.The Charlie Russell Chew-Choo dinner train will operate over a 28-mile route between Kingston and Denton. Information: Main Connection Travel, P.O. Box 1123, Lewistown, MT 59457; 406/538-2527 or 800/735-7886.

DUNSMUIR, CALIFORNIA, February 14-15. Dunsmuir Rail Fair featuring vintage locomotives, rail photography tour, railroadiana sale, slide show by Bill Shippen and other activities. Admission $8, families $15. Information: Cheryl Petty, 916/235-0963.

RUSK, TEXAS, February 28-March 2. Third Texas Railfan Weekend at the Texas State Railroad sponsored by the Gulf Coast Chapter NRHS and the 610 Historical Society. Mixed trains behind steam and diesel. Fare $85 for all three days. Information: TSRR Railfan Weekend, P.O. Box 19651, Houston, TX 77224; 713/467-4180.

STOCKTON, CALIFORNIA, March 8. Winterail '97 photography exposition and railroadiana show & sale at the Scottish Rite Temple, 9am-10pm. Scheduled presenters include Mike Valentine, Gordon Glattenburg, Tom Moungovan, Mark Acuna, Dick Dorn, Ken Meeker, John Shaw, Dave Nicolette and Don Hunter. Admission $18 for photography exposition and railroadiana sale. Make checks payable to Vic Neves - Winterail '97 and mail to P.O. Box 23721, Oakland, CA 94623-0721.

SAN ANGELO, TEXAS, April 26-27. Railfair '97 will celebrate the grand opening of the restored KCM&O/Santa Fe depot and museum. Also a train show at the convention center. Information: Tommy Robinson, 209 N. Bishop Street, San Angelo, TX 76901; 915/658-3120.

SAVANNAH, GEORGIA, May 16-18. The Southern Railway Historical Association's 11th annual meeting with tours of the preserved Central of Georgia shop, facilities tours, model contests and more. Information: Buck Dean, SRHA - Savannah '97, 3913 Pembroke Avenue, Mobile, AL 36608.

WASHINGTON, D.C., June 22-July 3. Ride to the NRHS Convention in Salt Lake City aboard the heavyweight Pullman *Dover Harbor*. Overland trip behind Amtrak's *Cardinal* and *California Zephyr*. Return via *Zephyr* and *Capitol Limited*. Fare is $1,799 per person ($1,949 after Feb. 1). Information from Washington D.C. Chapter NRHS, c/o Henry Bielstein, Ticket Agent, 13405 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592

SALT LAKE CITY, UTAH, June 25-29. Annual Convention of the National Railway Historical Society. Trips not yet finalized. For more information contact NRHS, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606.

INTERNATIONAL TOURS

S&S TOURS, 865 El Camino Real, Sierra Vista, AZ 85635 (520/458-6365 or 800/499-5685) is sponsoring the following foreign rail tour:

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Januray 26-February 8 Copper Canyon, Guadalajara, Mazatlan and Guanajuato, $1475.

February 23-March 4 Batopilas, $975.

March 24-29 Copper Canyon, $790.

April 26-May 1 Copper Canyon, $790.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

January 11-12 Norcross, Ga., North Atlanta Trade Center.

January 11-12 Virginia Beach, Va., Pavillion.

January 18-19 Baton Rouge, Va., Riverside Centroplex.

January 25-26 Tampa, Fla., Florida Expo Park.

January 25-26 Upper Marlboro, Md., Show Place Arena.

February 1-2, Monroeville, Pa., Pittsburgh Expo Mart.

February 1-2, Colinsville, Ill., Gateway Center.

February 8-9, Columbus, Ohio, Franklin County Veterans Memorial.

February 8-9, Fort Washington, Pa., Expo Center.

February 22-23, Pennsauken, N.J., South Jersey Expo Center.

WENHAM, MASSACHUSETTS, January 11. Model railroad and railfan meet sponsored by the Wenham Museum at Buker School Auditorium, School Street, 10am-4pm. Admission $3 adults, $1 children, $7 family. Information: Wenham Museum, 132 Main Street, Wenham, MA 01984; 508/468-2377.

SAVANNAH, GEORGIA, January 18-19. 8th Annual Model Railroad & Train Show sponsored by Coastal Rail Buffs, Inc., at the National Guard Armory, 1248 Eisenhower Drive, 9:30am-4:30pm. Admission $3, kids under 12 free with parents. Information: Ken Huffman, 414 Inglewood Drive, Savannah, GA 31406; 912/927-4976.

WHEELING, WEST VIRGINIA, January 18-19. Oglebay Resort's Train SHow & Sale at Wilson Lodge Glestener Hall to benefit the "Good Zoo," 10am-5pm Saturday, 10am-3pm Sunday. Admission $4 adults, $1 children.

FALL RIVER, MASSACHUSETTS, January 19. 10th Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum at B.M.C. Durfee High School, 360 Elsbree Street, 10am-4pm. Admission $3, seniors $2, children 5-12 $1, under 5 free with adult. Information: Jay Chatterton, OC&FR Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

OTTUMWA, IOWA, February 1-2. Great River Railroad Club Model Railroad Show at Quincy Place Mall. Show open during usual mall hours, free admission. Information: Rich Hood, 803 Jefferson, Burlington, IA 52601; 319/754-4979.

FEDERALSBURG, MARYLAND, February 8. Train show at Federalsburg Fire Hall, 9am-2pm. Admission $4, kids under 12 free. Information: Danny Phillips, 507 Academy Avenue, Federalsburg, MD 21631; 410/754-3054.

ANDOVER, MASSACHUSETTS, February 9. Rail-A-Rama XXIII sponsored by the Mystic Valley Railway Society at the Ramada Rolling Green, 311 Lowell Street near I-495. Admission $3, children 5-12 $1, under 5 free. Information: MVRS, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

HAMBURG (BUFFALO), NEW YORK, February 15-16. Train & Toy Show & Sale sponsored by the Western New York Railway Historical Society at the Erie County Fairgrounds, 10am-5pm. Admission $5, children $3. Information: WNYRHS, Box 502, Tonowanda, NY 14151-0502; 716/693-8512.

PHOENIX, ARIZONA, February 15. Everything Railroad Winter Swap Meet sponsored by the Sahuaro Central Railroad Heritage Preservation Society at the Postal Letter Carriers Union Hall, 3720 West Greenway Road off I-17, 9am-1pm. Admission $3, children under 12 free with adult. Information: Harold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015; 602/242-0751.

RICHMOND, INDIANA, February 16. All Train Flea Market at

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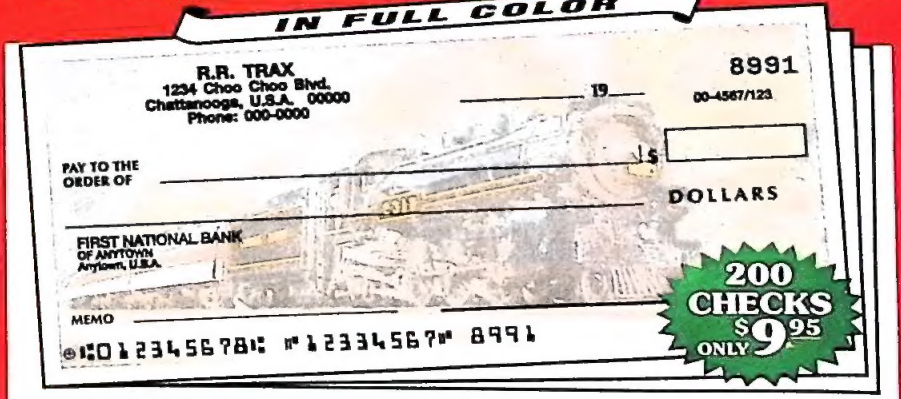

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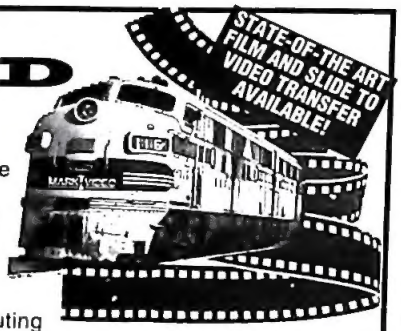

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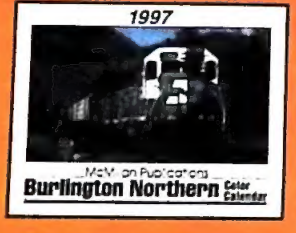

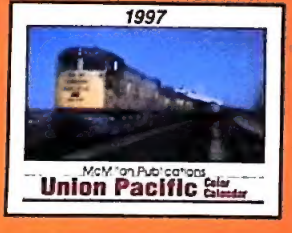

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UPPER MARLBORO, MARYLAND, March 1-2. Southern Maryland Railroad Association 3rd annual combined train show at the Show Place Arena, Prince George's Equestrian Center, 14900 Pennsylvania Avenue, 10am-4pm. Admission $3, children under 12 free. Information: Carroll Swanson, 410/535-3229 or Bill Miller, 410/257-1033.

OGDEN, UTAH, March 7-9. Hostlers Model Railroad Festival at Ogden Union Station, 25th Street and Wall Avenue, Friday 5pm-9pm, Saturday 10am-6pm, Sunday 10am-4pm. Admission $3 adults, children under 12 free. Information: Dave Schen, 1733 West 1600 North, Layton, UT 84041; 801/544-2804

SOUTH BURLINGTON, VERMONT, March 8. 10th Annual Vermont Rails sponsored by Northwestern Vermont Railroad Society at South Burlington Middle School, 500 Dorset Street, 10am-4pm. Admission $3, children under 12 $1, kids under 6 free. Information: John B. Dick, RR 3 Box 3339, Montpelier, VT 05601; 802/223-0309.

CLARK, NEW JERSEY, March 9. Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway Exit 135 at the Clark Circle, 9am-3:30pm. Admission $4, family maximum $8. Information: Jersey Central Chapter NRHS, c/o Mitchell Dakelman, 334 South Third Avenue, Highland Park, NJ 08904; 908/247-4116

TOPSFIELD, MASSACHUSETTS, March 23. Tracks & Trains V at Masconomet Regional High School Fieldhouse, 10am-4pm. Admission $3, children under 12 free with adult. Information: Doug Peck, 6 Storeybrooke Drive, Newburyport, MA 01950; 508/465-8798.

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ON THE MENU

by JAMES D. PORTERFIELD

A Quiz, A Mystery, Tea and More

At a recent meeting of the American Association of Private Railroad Car owners in New Orleans, Rod Basich, co-owner of the *Pointe St. Charles,* turned the discussion to dinner trains with this question: "What was the first dinner train?" Do you know? If you're like those of us sitting with Rod, your countenance says you're stumped. So Basich answered his own question: It was on the Sierra Railroad in the early 1970s.

A call to Stephen Drew of the California State Railroad Museum provided these additional details: In May 1971, Charles Crocker, a fourth-generation descendant of Charles Crocker of Central Pacific "Big Four" fame, bought the Sierra Railroad Company. In 1972 Crocker granted concession business on the line to the late Richard R. ("Dick") Reynolds. It was Reynolds who began the dinner train, promoting it with a catchy name: *The Supper Chief.* Reynolds ran a mixed fleet of food service cars that could feed as many as 240 people out of Jamestown, California, to Oakdale on Saturday nights. There were two seatings on each run (diners on the outbound trip became passengers back, and *vice versa*). That first year saw a total of six trains operate between April and September. The concept's success is apparent in the ten *Supper Chiefs* that ran in 1973, and growth continued throughout the train's brief history. The end came in 1979, before most of today's dinner trains even started, when ownership and priorities of the railroad changed. In that year, 29 *Supper Chiefs* ran.

Reynolds also innovated the "ride 'n dine" concept with the *Twilight Limited* (also 1973-1979), a train that ran to Cooperstown and back. Passengers were served drinks and *hors d'oeuvres*, then, when the train returned to Jamestown, were greeted by a roast beef dinner.

The Sierra Railroad is now a private freight railroad, with 26 acres of the property turned over to the California State Railroad Museum as their Railtown 1897 Historic Sierra Railroad Shops at Jamestown.

Also while in New Orleans, a dinner train mystery resurfaced. At the D.F. Barnhardt & Associates display promoting that company's railroad equipment specialties, I picked up a copy of the firm's newsletter. Much to my

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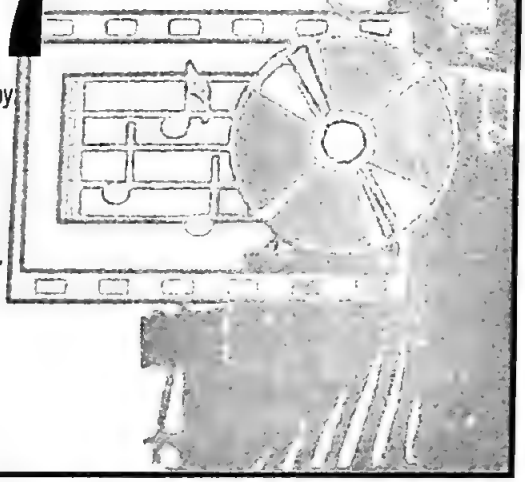

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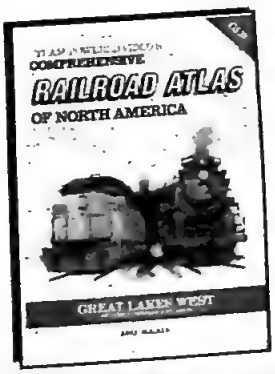

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surpris[illegible] page was an ad inv[illegible] readers to [illegible] the *Newport Star Clipper*. What's the mystery? This train, begun in 1988, was once one of the premier year-around dinner trains. It ran over the tracks of the otherwise unused Narragansett Pier Railroad along the coast of Aquidneck Island in Rhode Island using dining cars of Pennsylvania, Seaboard Air Line and Atlantic Coast Line heritage. When its equipment was sold in 1995, rumor had it that the set was purchased by a former employee who would keep the train in operation. Repeated calls to the telephone number given for him yielded no answer. Since then, every phone number I've found or been given for this train, including one from long distance information, as well as the one in the ad, produced either a "no answer" or a recorded message telling me that "the number you have reached is not in service." The toll-free number in the ad is answered by someone who claims not to know what I'm talking about. Using skills learned when I was an insurance investigator, I first called North Carolina (to see who placed the ad), then to yet another number in Rhode Island. Still no results. Has the *Newport Star Clipper* become today's version of The Ghost Train? Do any readers of this have first-hand knowledge of the *Newport Star Clipper* or its current owner/operator? If so, drop me a line. The train would be welcomed in the 1997 Guide to Dinner Trains.

Speaking of innovations, this past summer the East Troy Electric Railroad, the nation's only electric dinner train, introduced one of its own, the *Afternoon Tea Train* on board the award-winning cars *Ravenswood* and *Beverly Shores*. This operation of the Wisconsin Trolley Museum offered finger sandwiches, scones, pastries, cakes and other "lite" fare, along with tea, of course. The concept proved popular with those who appreciated the close attention to Victorian England rituals of properly serving tea (some of you may remember Afternoon Tea in the Ladies Lounge of the Great Northern's *Oriental Limited*), as well as with those who want to enjoy something that is more than a train ride but not as expensive as a full dinner train. This is just the latest success for the East Troy Electric Railroad, which has gradually built its dinner train operation as well, with eight 1996 runs instead of the previous six, and with two dozen corporate-sponsored dinner trains in the same year. In 1997, more *Tea Trains* will operate, while "Wine Tasting" and "Guest Chef" runs are planned. The *Tea Train*, dinner trains, and other special runs operate, in the words of publicist Scott Patrick, "on our regular infrequent basis." Call 414-542-5573 for more information.

Finally, the *American Orient Express* recently announced its 1997 schedule, and the most interesting news in the new "Great Trans-Canada Rail Journey." This eight-day trip between Montreal and Vancouver (westbound departs August 11 and 25, eastbound departs August 18 and September 1) offers passengers visits to British Columbia's Fraser River Canyon, Jasper National Park, Saskatoon and Winnipeg, Thunder Bay, and more, all accessed by private rail car. Given that many 1996 trains ran at capacity, these new rides may sell out quickly. Call TCS Expeditions at 800/727-7477 for full information.

VIDEOS

Reviews by CHRIS KIMLER

Steam around the world

"World Steam Today," produced by Ian Allen and distributed in the U.S. by Goodheart Productions, P.O. Box 47131R, Chicago, IL 60647; 800/482-1522 or 312/384-3804; VHS only, VISA and MasterCard accepted, $29.95 each plus $4.00 shipping for the first tape, and $1.00 for each additional. (Ill. res. add 8.75% sales tax.)

Here are five 80-minute Ian Allen tapes covering essentially all current steam activity on our planet. To try and keep this review short enough to read, I'll dispense with the introductory hype.

"Tape I, Britain and Western Europe"; of course this tape is volume one. The large number of pristine, restored classes of steam roaming the verdant and civilized United Kingdom provide plenty of excursion runbys on main and preserved lines and cover about half this tape. We see A3 and A4 Pacifics, Black Five Ten-Wheelers, Schools Class 4-4-0s (including the *Repton*, which briefly ran at Steamtown in Scranton — funny, it doesn't look out of place in England) and even some tank and narrow gauge activity. Engines named *Mallard*, *Flying Scotsman*, *Princess Margaret Rose*, *Duchess of Hamilton*, *Bahamas* and *Duke of Gloucester* grace the screen, their multiple cylinder exhausts a treat to hear at speeds that would have made Norfolk Southern blush.

The Mull Railway is shown, too, a narrow gauge line built to haul guests from dockside to a gent's castle. Rough life. Moving to Ireland, the annual May railfan steam weekend is covered well with numerous runpasts in the Dublin-Golway area of a 2-6-0 and a 4-4-0. Yes, it rained.

In France, our first scenes are of an 0-6-6-0T meter gauge passenger train that combines a train ride with, what else, food and wine. Numerous sequences document a May 1994 main line trip from Paris to Calais with both single and doubleheader views of a 2-8-0 and a 4-6-2. Very nice. In Austria, east of Innsbruck, a 760mm line using doubleheaded 0-6-2T rack engines and a meter gauge rack line with an 0-4-0T provides a change of pace. Between Austria and Germany, we see the obligatory and numerous 2-10-0s, but we also see high-drivered Pacifics of the 01 and 02 class at speed on recent *Plandampfs*. This tape concludes in Finland with a green five-foot-gauge 4-6-2 of handsome design running near Helsinki in excursion duty.

"Tape II, North, Central and South America" takes the first half hour covering some of our modern fantrip favorites: 1522, 3985, 1218, 611, 2102 and 4449. There are several runbys of each and some cab footage. While not a complete show like full length domestic tapes, these views would give somebody "over there" a feel for the biggest and best that roam the earth today.

Cuba sugar mill action is next, a collection of small, U.S. power doing its thing for the annual cane harvests. Loud, albeit dirty, engines running on unbelievable trackage highlight this segment. Baldwin 2-8-2 205 hauls a fantrip for us in Guatemala on a line built to haul bananas, which are now hauled by truck. Several runbys and the requisite one on the high Bridge of Cows near Guatemala City give a feel for this operation. A brief vignette of San Salvador follows with a few clips of a narrow gauge Baldwin 2-8-0. In Ecuador, we slog up to, over and beyond the Devils Nose, a switchback in the Andes on the line from Guayaquil to Quito. American 2-8-0s still do the honors on one of the best rides on the continent, but only on an intermittent charter basis these days. French diesels (*mon Dieu*) having taken over regular operations.

The biggest display of power is in Chile where the roundhouse at Tomuco holds several 4-8-2s and a 2-8-2. The coal-fired, Alco-built Mikado is seen on a big bridge and the turntable. In the north of Chile, a meter gauge line with a Baldwin 2-8-2 is covered with a charter train, and there are some very fine runbys here in the Atagama desert, where it never rains. Oddly enough, the sun is always out. Some shots around Santiago wrap up the Chile coverage.

The sleeper of the tape for me was the 100% British-built, 2-6-0 steam operation out of Ascunsion, Paraguay, using nothing but wood burners. There are numerous runbys, turntable views, and shots of the shop interior.

"Tape III, Eastern Europe and Africa" starts in Poland with numerous runbys of a black and green 2-8-2T on passenger duty. Several classes of 2-10-0s are seen, as well as a 2-8-2 including a cab ride. Moving to Turkey, and shot on film instead of tape, is a 1993 fantrip to the Mediterranean coast. The good news is that the sun was out, the bad news is that a military escort was on the train as well as chasing to protect the passengers from bandits. There are a number of fine runbys with doubleheaded 2-10-0s and 2-8-0s and some fine scenery as well.

Rumania is represented by their version of a Russian 4-6-0 and 760mm forestry lines with 0-8-0T, 0-6-0T and single 0-4-0 horsepower. Russia in the ultra dank weather is next with runbys of Russia's famous P36 4-8-4s, plus handsome SU class 2-6-2s and class E 0-10-0s.

South Africa is represented solely by good runbys on the George-Knysa line along the Indian Ocean with 2-8-4 and 4-8-2 power. In Botswana we see a few clips of a former-South African Railways 4-8-2 work at a copper mine. Zimbabwe is well represented by coverage of a number of their Garrett classes around Bulawayo, Victoria Falls, Plumtree and West Nicholson. The venue is a tour, and we see the interior of the original coaches and the scenery of Africa as well. Zambia, just across the Zambezi (at Victoria Falls) from Zimbabwe, provides a bittersweet end to this tape. One of their 4-8-2s, a former-Rhodesian Railways machine (North British, chaps), is to pull the fantrip to Livingstone after the obligatory photo on the Vic Falls bridge, but the beast runs out of water 100 miles into the bush since the drought precluded filling the tender fully. Out of water, we are out of Africa.

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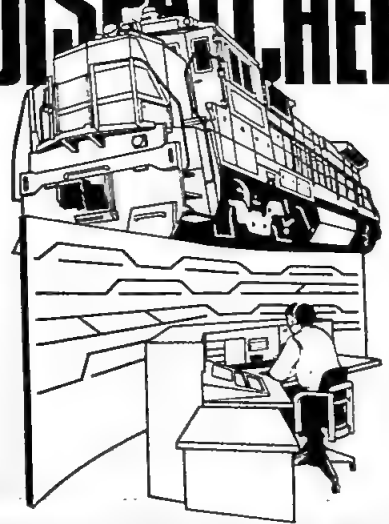

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"Tape IV, The East." Actually, this is the Middle East and the subcontinent, not Maine or cranberry country. Pay attention to the narration on the Jordan segment, for there is a lot of history here that I never knew, involving the reason for the railroad, Lawrence of Arabia, the Ottoman Empire, and so on. Radiating out of Amman, we ride a tour train powered by Jung (German) 2-8-2s in May of 1994. A number of stone arch bridges and pleasant scenery provide the backdrop for oil-fired runbys in the desert. There are even turntable and semaphore scenes.

In Syria, we climb to the Lebanese border on the line to Beirut behind a clean, green Hartmann 2-8-2 built in 1918. If you're thinking of going, the scenery south of Damascus is flat and boring. India, emerging market country with an ample labor pool, had 6000 steam engines in the mid-1970s on three gauges. Many consider the WP class 4-6-2, built first by Baldwin in 1946 for passenger service, the best, and we see runbys and cab views of them. There are several justly famous narrow gauge hill lines in India, one rack, and much time is spent on their spectacular scenery and operations around Madras and Darjeeling.

Nepal is covered in a few clips of a two-foot-six-inch-gauge 0-6-2T. Pakistan coverage, shot on film, is of the Kyber Pass line to Afghanistan, the landlubber equivalent of being surrounded on the high seas by half a dozen Jolly Roger ships with crews to match. The trains then were 2-8-0 powered, one fore and one aft, facing tender to tender, due to switchbacks and perhaps to facilitate a high speed getaway. A few 4-4-0s are seen elsewhere in the country.

Sri Lanka proves to be another sleeper, since in my limited knowledge I didn't know they even had a railroad there. A tourist train called the *Viceroy Special* is seen, using British 1945 4-6-0 power, and it is quite smart-looking. Believe it or not, it has head-end-power for the coaches!

"Tape V, The Far East and Australia." We start off with a bang in China, where things are changing fast, but there were plenty of QJ-powered freights on the line from Baotou to Langzhou (I surmise) when this tape was shot. There are plenty of single-, double- and even triple-header runbys in the area near the Gobi desert in good scenery, including starts, slipping, and so on.

Moving to Japan, where 3'6" is standard gauge, we see preserved 4-6-2 C571 in excursion service. Kyoto is the base, where in the 1970s a roundhouse was secured for preservation steam. One of most major classes has been saved,, and one is steamed daily for school kid tour groups. We also see Hudson-type C612. A few private tourist lines are represented, as well, with smaller power. A Japanese railfan is interviewed, and in his car is a very large analog clock mounted on the dash. Why? Because things run so much on time that you have to be where you need to be precisely on time or you will miss the shot.

Indonesia provides us with some real jungle machinery, shot on film. These 3'6" tank engines and 700mm sugar line operations are purely industrial equipment to get plantation products to the mills. They burn what they haul, which means some strange vegetable matter, so some tenders are bigger than the engines due to the low heat content of the fuel.

Seeing is believing. Australia kicks off with the Puffing Billy tourist line near Melbou[illegible]2-8-2 [illegible]T with a good ba[illegible] The rest [illegible]erage follows a May 1994 series [illegible] state main line trips with green, Adelaide-built, South Australian Railways Pacific No.621 and red and black Hudson 761, built by Glasgow in 1954. There are numerous runbys, pacing, turntable and other scenes. K-class 2-8-0 183 also appears. Once again, the "antiques" are allowed to run at track speed — no barristers here, presumably, or maybe they're all at the barbie.

This is a fast moving and interesting series which gives you a sense for the state of steam traction in 1993 and 1994. However, be aware that most of the first world coverage and a lot of the third world coverage here is excursion oriented, regular service having ended in most countries in the last ten years. Also, one should not view these tapes as depicting all examples of the finest steam power that ever was in each country. It is as titled, Word Steam Today, and of necessity some things are on their last legs. The material, by and large runbys, is well shot and edited, and the material is technically fine with the majority current video technology. Some locomotives are an acquired taste for many U.S. fans, I would surmise, even me. Therefore, one could re-edit the series into, say, "Big Engines of the World," "Critters of the World" and "Tourist Lines of the World" tapes, for instance, for not all of each tape will likely appeal to each viewer, unless you groove on anything that boils water. The whole series is educational nonetheless, and dedicated steam fans should appreciate it. One can play little games along the way, too, like noticing how many different coupling systems there are around the world, who has the best whistles, who takes care of their machines, what are the number and location of headlights, and so on. If you have any interest in what is still left on our sphere, these tapes will give you a feeling for that. I dare say, some of the content you may only see here — TOM KELCEC.

Feature Reviews

"Highball Over Tehachapi" from Highball Productions, 6 Blake Rd., Epping, NH 03042; 603/679-8254, 120 minutes, $24.95 plus $3.00 shipping, is a top notch tape on the world famous line from Mojave to the Caliente Narrows. Tehachapi is considered by many to be *the* train-watching spot in the country, and this tape will give you a sense why. This tape unintentionally became a final look at the way things were — while we've grown accustomed to Santa Fe bonnets and SP gray looping along, it's hard to comprehend that the next generation may remember Armour yellow and (yuck) Cascade

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green at this spot — well, maybe not. Anyhow, on with the tape.

Pre-BNSF "pure" Santa Fe warbonnet super-power as well as a multitude of both classic and new motive power is highlighted: SP oil cans by the hoard, tunnel motors, AT&SF GP35s, F45s, SD75M's and GP60s, and for those of us from the East, even Conrail SD60M's. The density of rail traffic in this area is intense, and the parades of van trains, intermodal and manifests in the video captures this well. The California desert lends itself to both wide angle and telephoto photography. The video makes use of this characteristic with a multitude of vista landscape shots and compressed reverse curves such as the impressive shot taken at Cable of an intermodal train moving simultaneously in three directions.

Of course, the most impressive part of the video is the coverage of the loop at Walong. To watch an intermodal train with a quartet of Sante Fe warbonnet B40-8W'sround the loop and cross over itself on its journey toward Mojave is an awe-inspiring scene. There is something breathtaking about seeing a 100-car freight train reduced to model railroad proportions by geography.

The photography is very well done, and the video follows a logical progression of geographical scenes. The narration could have provided a little bit more information concerning train schedules and names of locations of some of the scenes for those who are not very familiar with the area. This is another fine video on SP and SF operations at the ever-impressive Loop — C.K.

I WE'D LIKE YOU TO MEET ...

Christopher Kimler

Being that I'm the new guy on the RAILFAN & RAILROAD staff, an introduction is in order. My name is Chris Kimler. I was born in the Garden State — that's New Jersey for the uninitiated — became fascinated with trains at quite an early age, spent most of my school years dreaming about being a locomotive engineer and attended Rutgers University for four years before being brought on board by R&R. That's quite the simple version of the story. Let me fill you in with some details.

I was born in 1973 and can remember an almost magical time when I was a small boy. I would hear the lonely wail of a train's air horn shatter the stillness of the night or catch a glimpse of a string of freight cars moving along, all the while having absolutely no idea where that train came from nor any idea where it was going. I was simply fascinated by large, noisy objects.

During the late seventies, the family would venture to Worthington State Forest, located on the western-most border of New Jersey just north of the Delaware River Water Gap. These summertime family outings included hiking, fishing and playing with other children. What really made these trips special, though, was listening to the trains make their way up and down the other side of the river. These were the days during the fading moments of the eastern rail network — the days before ConRail. I had no idea of the change in the railroad world that was occurring around me. Heck, I didn't even know that it was a proud railroad, the Erie Lackawanna, that was across the river hauling freight with EMD SD45s and Alco C425s. All I knew was that sound over on the other side of the water plucked at my young heartstrings with an intensity that could not be ignored.

As I got older and began to become more aware of what railroads ran where and what lines had and had not been abandoned in the Northeast, my new-found knowledge served to buttress an ever-growing fascination with railroading. I didn't think the lack of diversity caused by the creation of Conrail was a problem. After all, there was a train that came twice a week to my rural hometown of Warwick, New York, to switch the old Lehigh & Hudson River Railway yard — now occupied by a chemical company.

One day the engineer on that job, a former L&HR engineman, invited me into the cab — the first time I'd ever stepped foot aboard a locomotive. An instant friendship was forged between the two of us. These rides around the yard and occasional runs up the main to "distant" towns, as well as the friends made, made an indelible impression upon me.

Also a visitor to the Warwick Valley during the time when I was "qualifying" on the old L&H was the Susquehanna Railroad. In the process of being revived by the Delaware Otsego System during the mid-1980s, the Susie-Q was accustomed to putting in an appearance at Warwick yard to pick up cars destined for various businesses in northern New Jersey. A brightly painted Alco RS1 would power the train into town, accomplish its shifting and head back to the hills of New Jersey. One afternoon, while out photographing this job with my favorite railfanning partner, my mom, I met Tom Nemeth and Denis Connell of *Railpace Newsmagazine*. Tom and Denis, along with other members of Railpace Company have become some of my closest friends. Through their guidance, doors have been opened and friendships forged that would have otherwise gone unrealized.

As I entered high school, a career opportunity for my father led to the relocation of the family to Dallas, Texas. The shift from mountains to flats presented quite an interesting change of scenery. Even with its seemingly endless views, warmer climate and new friends, Texas could not overcome my love of the mountainous Northeast. Another career move for Dad got the family back to New Jersey and the friendships that had been separated by 1500 miles.

It was after the move back east that my involvement in railfanning really began to expand. I was back with my original circle of friends, which was to grow exponentially, and back in the surroundings which I felt

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most at home with. Membership in the Jersey Central Chapter NRHS and election to the position of secretary exposed me to an even larger group of folks who shared a common interest in trains, including Jim Boyd and the staff of RAILFAN & RAILROAD.

Toward the end of my high school years, the "Teen Train Topics" column in *Railpace Newsmagazine* needed an editor. So along with friend Alan Bellis, I took on the project. The column was a dynamic forum for younger railfans to get their photographs and thoughts published. Alan and I enjoyed helping fellow younger fans with photography, amateur philosophy and general advice on railfan "etiquette." It was our first attempt at editing, and luckily we received more praise than criticism. The experience gained by editing the column led me into a new position created at *Railpace*: associate editor. No longer was I responsible for only a monthly column. Editing incoming features, assisting with layout and design and helping out with administrative goings-on were now part of the job. This taste of magazine production was very enjoyable through my late high school and early college years. A stiffening college work load necessitated that I step down as associate editor, yielding the position to Alan.

As college came to a close in the mid-'90s, it became necessary for me to experience the rite of passage known as "looking for a job." I'd always had an avid interest in a variety of different fields, and as I got older this diversity would bring me both the ability to plan for the future and also a fair amount of consternation as to what to do with the next 40 to 50 years of my working life. The to-and-fro process of searching for a vocation continued for what seemed like forever.

My interest in railroading and magazine production had never diminished, but the turn-over rate is very, very low in the few positions that exist in the Northeast. As I had investigated many dead-end avenues during my quest, I figured that it was quite improbable to land an editor's position but still worth a shot — or at least the effort of submitting a resume. Well, it just so happened that a[illegible] covering the Northeast for over a year, armed with a resume I walked into a publishing company located only minutes away from my home and was hired. As they say, "it's all in the timing," and I had the good fortune to be in the right place at the right time — Mike Del Vecchio had accepted a job offer from *Railway Age* (see MARKERS), and RAILFAN had an editorial vacancy.

So that's the rest of the story. I was lucky enough to land a "real" job creating something I love, with people I admire and enjoy working with. And I look forward to meeting new and interesting folks who share that same fascination with something very special: railroading.

Bill Christopher

The author of our feature on the Wisconsin Central's new Metra commuter service felt like Bob Dole, writing about himself in the third person:

"It was a boat that ignited Bill Christopher's interest in railroading. Not just any boat, of course, but the C&O carferry *S.S. Badger*, which he rode from Milwaukee to Ludington on a family vacation in 1968. To a 12-year-old, a carferry is the coolest thing in the world. It met the *Spartan* coming the other way in the middle of Lake Michigan, close enough to read the name on her bow. A few days later, he saw the C&O 2-6-6-6 at the Henry Ford Museum, and his fascination with transportation was cast in steel.

"Bill, who wrote this month's feature on Metra's North Central Service, focused his attention on the Soo Line main line just three blocks from his family's house in

ARKANSAS RAILROAD MAP
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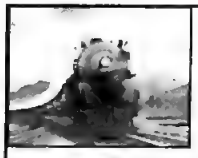

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Mundelein, Illinois. When he heard a whistle, he would hop on his bike and haul butt to the Dunbar Road crossing. Before he realized what was happening, he was buying railroad magazines and books, taking pictures of trains with his Instamatic and riding his bike to exotic locations like Leithton, Rondout and Lake Bluff, where he could see the EJ&E, Milwaukee Road and C&NW. That's when he lost his last chance to live a normal life.

"Born in Chicago in 1956, Bill has lived in northeastern Illinois all his life. His interest in photography, a byproduct of his interest in railroading, led to a part-time job as a newspaper photographer when he was a sophomore in high school. After he graduated from the College of Lake County, he went full-time, working as a photographer, reporter and editor for the *Zion-Benton News* in Zion, Illinois.

" 'Working for the newspaper was a great learning experience, but you have to be a Ted Benson if you're going to survive in that field,' he noted. In 1984, he switched careers, becoming a video producer at Outboard Marine Corporation, where he makes training videos for the technicians who fix Johnson and Evinrude outboard motors.

"Bill spent his formative years 'watching the Milwaukee Road get out of the railroad business.' Along with neighbors C&NW and Soo Line, it was a happy hunting ground for F-units, Alcos, Baldwins and Fairbanks-Morse power. Most of that was gone by 1981, but Bill's horizons had expanded by then, encompassing new favorites like the Green Bay & Western, the C&NW's Alco C628s in Upper Michigan iron-ore service and the *Rio Grande Zephyr*.

"Those, too, are all gone, but Bill stated, 'I hope I never live in the past. We've lost a lot over the years, but we've gained some things, too. The industry is healthier now than it's been in decades. Change is often uncomfortable, sometimes bewildering, but it's a great time to be a railfan. When I started railfanning, the old heads told me that railroading had lost its charm, that everything good was gone. That was in the days when you couldn't swing a dead cat around your head without hitting another F-unit!'

"Bill's favorite railroad is the Wisconsin Central, even though he still hasn't forgiven them for absorbing the GB&W. 'I was still living in Mundelein when the Soo Line diverted most of its traffic onto the former Milwaukee Road,' he explained. 'I saw my hometown go from ten trains a day to one. The WC not only brought the trains back, they're much busier than the Soo ever was.'

"After having watched the Milwaukee Road in the 1970s, Bill finds it exciting to see a railroad going after the business aggressively. 'Most railroads lost faith in their ability to prosper and grow. But WC obviously intends to be a winner in this business for a long, long time.'

"Although he's as interested in the hardware of railroading as anybody, Bill feels the human element is at least as important. 'There's a great deal of romance and myth surrounding the hobo,' he observed, 'but the spirit and soul of railroading is in its employees: the trainmen, dispatchers and operators, the workers on the track gangs and in the shops. Railroading wouldn't mean the same to me if the only human contact I had with it was a friendly wave from the cab.'

"In 1986, Bill joined his longtime friend Bob Conway to establish East End Productions, which has produced video documentaries about the C&NW C628s, the Trona Baldwins and 'Windy City Hot Spots,' among other subjects. He's currently working on a program about the GB&W, which will probably be a mini-series by the time it comes out.

"Bill prefers 'stick-shift' cameras, doing his still photography work with a Nikon FM and FM2 and 24mm, 35mm, 50mm and 135mm lenses. 'Despite the urging of many of my friends to switch to the green stuff, I remain a Kodachrome junkie,' he said.

"Besides railroading, photography and video, Bill's other interests include Great Lakes carferries, antique cars (he's the proud owner of a rare 1965 Plymouth Valiant station wagon), aviation and the Civil War. He resides in Waukegan, Illinois. This is his first article in R&R." ⊂

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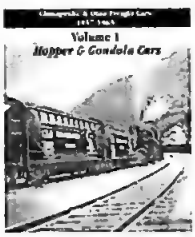

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The Dixie Line

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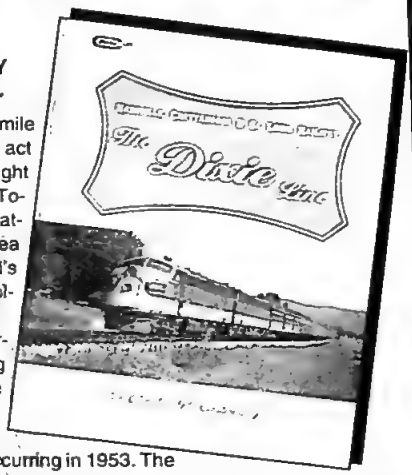

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This exciting new book covers the early history and the herculean efforts needed during wartime to move traffic using any available equipment. The road beat out competitive roads by upgrading equipment in its own shops and streamstyling several 1913 vintage Pacifics. The first road diesels arrived in 1948 with complete dieselization occurring in 1953. The NC&StL merged into the SCL System and CSX. Author Charles B. Castner was formerly with the Louisville & Nashville Public Relations Dept. The new book is packed with photos of the NC&StL both before and after the merger with the L&N. Streamlined steam power and a variety of diesels are included in the many photos. Samples of passenger rolling stock provide a clue to the services once offered.

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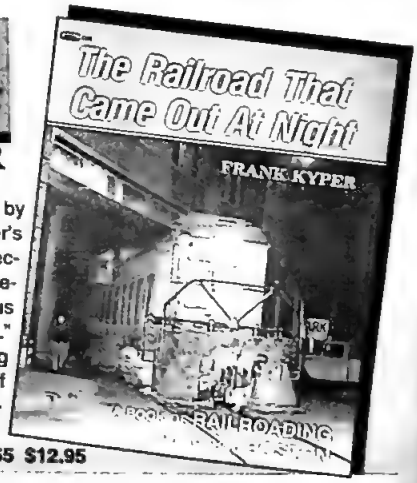

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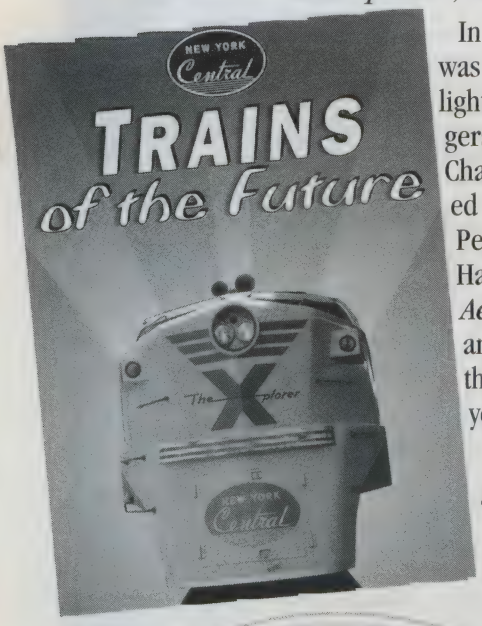

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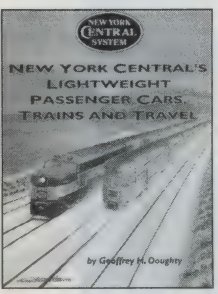

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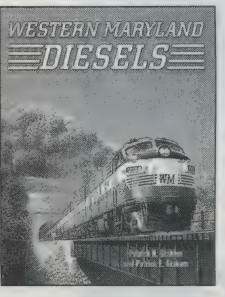

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RAILNEWS

MOTIVE POWER EXTREMES The UP-SP merger has been interesting from a motive power standpoint, as the giant road is rostering everything from early second-generation diesels to the latest off the drawing boards at EMD and GE. The first SD90MAC equipped with the new EMD 6000-h.p. 16V265H four-cycle prime mover is 8201, which was at VMV in Paducah, Ky., for painting in October (**page 3**). The 8201 will not enter service on UP immediately; it has been shipped to the AAR test track in Pueblo, Colo., for testing. UP is not expecting to roster any EMD's with 6000 horses until the fall of 1997. The current UP SD90MAC's are "convertibles" (called SD90/43s by UP) with a 4300-h.p. 16-710G3C two-cycle power plant that will be swapped for the four-cycle 16V265H engine when it's available. The only 6000-h.p. units on UP's roster are the two GE AC6000CW's, 7000 and 7003, with the Deutz 7HDL16 engines.

The new four-cycle EMD engine made its public debut at the Railway Supply Association show in Chicago on September 15. The "265" in the engine designation represents 265mm cylinder bore but makes no reference to total per-cylinder displacement. An engineer who saw the 16V265H in a La Grange test cell says that "it sounds like nothing else on the rails — not an Alco or GE or Caterpillar — but it's the smoothest running engine I've ever heard." The engine has twin free-running turbochargers with no over-riding clutch like the two-cycle engines. It should be an interesting new sound in locomotives, but don't expect the typical four-cycle "rap!"

The first SP locomotive to get Armour yellow will be SW1500 2662, which will be painted at the Jenks Shop in North Little Rock, Arkansas. Units will be painted as part of the general overhaul process and won't be brought in just for painting. UP is currently experiencing a shortage of switchers, so they are getting priority treatment. No ceremony is planned in connection with painting the first SP unit, according to Bill Jacobs, manager of locomotive maintenance. "We don't get too excited, we just paint 'em," he said.

Meanwhile, older power continues to soldier on. Rio Grande GP30s have survived the D&RGW-SP merger and now the UP merger. They can be found (**page 3**) on former Rio Grande lines in Colorado.

CSX-CONRAIL MERGER UPDATE Following the CSX-Conrail merger announcement, Norfolk Southern made a hostile bid to purchase Conrail on October 24, 1996, topping the CSX offer by $1 billion. NS offered $100 per share in cash to Conrail stockholders, beating the CSX offer of a cash-and-stock mix that valued Conrail at about $87.68 a share. The CSX offer was initially worth $8.4 billion, but its stock price has fallen more than six percent since the announcement, which has pulled the total bid value down to about $8.02 billion.

On November 9, 1996, NS increased its hostile bid by ten percent to about $10 billion in cash, further widening the gap between their offer and CSX's. In response, CSX sweetened its offer a few days later when it offered $110 per share in cash for 40% of Conrail's stock and 1.85619 shares of CSX stock for each remaining Conrail share. NS has since asked a federal court to nullify the CSX offer.

OHIO CENTRAL Former-Conrail GP10 7505 and slug MT-4 1005 have been purchased by the Ohio Central (**page 3**), a short line famous for its Ohio Amish country tourist trains as well as its freight. The 1005 was originally an Alco RS11 built as New York Central 8007. It was later numbered 7607 by NYC and kept that number into the Penn Central and Conrail mergers. It was converted into a slug by Conrail's Juniata Shop in 1979.

MIDLAND RAILWAY The Midland Railway, a passenger-only carrier operating excursion trains from June to October over eleven miles of the ex-Santa Fe line between Baldwin City and Ottawa, Kansas, has restored former-MKT RS3M No.142 (**page 7**). The 142 is one of two surviving locomotives of this type. Originally built by

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RAILNEWS

Alco in 1951 as an RS3 for the Missouri-Kansas-Texas as 1701, it was re-engined and renumbered 142 in 1959 by EMD. The EMD Geep-style long hood replaced the original RS3 long hood at that time.

The 142 was purchased by the Midland in 1990 and restored to operating condition. In Katy green and yellow striped livery, the engine has served on excursions, Boy Scout trains and freight service since then. Restored back to its original Katy red and black paint scheme, the 142 will continue to haul excursion trains on the Midland. Other restored locomotives which share the duties of pulling the tourist trains are Rock Island E8 652 and New York Central RS3 8255 — ERNEST N. GRIFFIN

THE LAST FPA2u The New York & Lake Erie Railroad, a freight, excursion and dinner train operator running over 50.1 miles of former-Erie trackage in western New York, has purchased the last two Alco/MLW cab units left in Canada. FPA2u 6758 and FPA4 6764 came across the border on the evening of October 2, 1996. The 6758 is significant in that it is one of two ex-Canadian National FPA2s that served as prototype units for prime mover upgrades. Their original Alco 244s were replaced with 12-cylinder 251B's, prompting Montreal to install 251B's in the resulting "FPA4s." The Canadian National was the only railroad to purchase new FPA4s, as they were cataloged in the United States but never sold.

Presently they are at the Gowanda shops of the NY&LE undergoing repairs and repainting. In mid-October the 6758 had a complete coat of primer but had not had any repairs. The 6764 was undergoing repairs in the engine house and had a partial coat of primer. Two possible paint schemes according to Robert Dingman, owner of the NY&LE, are a NY&LE-like one or a dark blue one with Erie wings. Future use of the units may include dinner-train power on the NY&LE or Titusville & Oil City or out of Cory, Penna., on the former Erie main line — SANDY BURTON

DURANGO & SILVERTON NARROW GAUGE Charles E. Bradshaw, Jr., has signed a letter of intent to sell the Durango & Silverton Narrow Gauge Railroad to Ray Monteleone, president and chief operating officer of First American Railways Inc., of Hollywood, Florida. The asking price is rumored to be about $20 million. The letter of intent to sell comes after rumors that the D&SNG had been sold to Disney or Anheuser-Busch.

Bradshaw, also a Floridian, bought the railroad from the Denver & Rio Grande Western Railroad in 1981 for a reported $2.2 million. Bradshaw's improvements to the line included the purchase of several new locomotives, refurbishing the passenger equipment and upgrading the infrastructure. After the roundhouse was destroyed by fire in 1989, Bradshaw had a new one constructed at a cost exceeding $2 million. In the 15 years since he bought the railroad, annual ridership has approximately doubled and the value of the land owned by the railroad has skyrocketed.

First American Railways, Inc. is a publicly held, entertainment-based passenger rail company whose common stock trades on the Nasdaq Small Cap Market under the symbol: FTRN — ROGER COOK.

MOFFAT TUNNEL The Moffat Tunnel on the former Denver & Rio Grande Western Railroad main line is for sale. An advertisement ran in Tuesday, November 12th's *Denver Post*, *Wall Street Journal* and *New York Times* seeking sealed bids for the railroad tunnel, which also includes fiberoptic, telephone and other rights in the tunnel.

Completed in 1928, the tunnel spans 6.2 miles at over 9,000 feet elevation, passing underneath the two-mile-high spine of the Rocky Mountains that forms a barrier between the Great Plains and the Pacific West. From the White House, President Calvin Collidge pushed a telegraph key detonating the final explosive charge that completed the bore February 18, 1927.

The Moffat Tunnel Board of Commissioners is being disbanded and the Colorado State Legislature has ordered the sale of its assets by Senate Bill 96-233. Union Pacific has a lease on the rail operations through 2025, and the Denver Board of Water Commissioners, which oversees the movement of water from the Pacific watershed to Colorado's Front Range population centers, has a similar lease. Each party has right of first refusal — MARK SAMUELSON and KAREN LENZI.

THE *MARLBORO UNLIMITED* A test run of the *Marlboro Unlimited* made its way over the Union Pacific to Silver Bow, Montana; the Montana Western Railway. to Garrison; Montana Rail Link to Huntley, and BN east of Huntley. Scheduled to roll "through the heart of Marlboro Country" by spring 1997, the luxury train will be delayed until 1998 because of the sheer opulence of its furnishings, according to its owner, Phillip Morris Cos. Inc.

The 21-car tobacco train, now under construction in Denver, originally had been set to roll as early as this summer. Later, it was rescheduled to run by next spring, and it has now been pushed back until spring 1998.

The train-set, being built by Rader Railcar Inc., took longer than expected because of such unique design features as a "spa car" with custom-designed hot tubs and massage rooms. Adding to the delay was the need to install splash guards around the hot-tubs and new, heavier-duty wheel assemblies to compensate for added weight and also to smooth the ride through the Rockies. Dubbed "a cruise ship on steel wheels" by Rader, the *Marlboro Unlimited* will also have a double-deck nightclub car with interior balconies and glass-domed windows in all passenger cars to provide "sweeping vistas of the Great American West."

Because of the delay, Philip Morris is offering winning contestants who had planned to take the trip in 1997 a chance to redeem the offer for its estimated retail value of $6,000 — RAY SAUNDERS

MT. RAINIER SCENIC RAILROAD The annual convention for the Tourist Railway Association (TRAIN) was held in Seattle, Wash., on October 30 through November 3, 1996. On Saturday, November 2, the conventioneers boarded three busses and made the hour-long trip up the flanks of Mt. Ranier to the steam mecca at Elbe, Washington. Here they were greeted by no less than five steam locomotives, fired-up and waiting to take the participants on a series of excursions over the Mount Rainier Scenic Railroad.

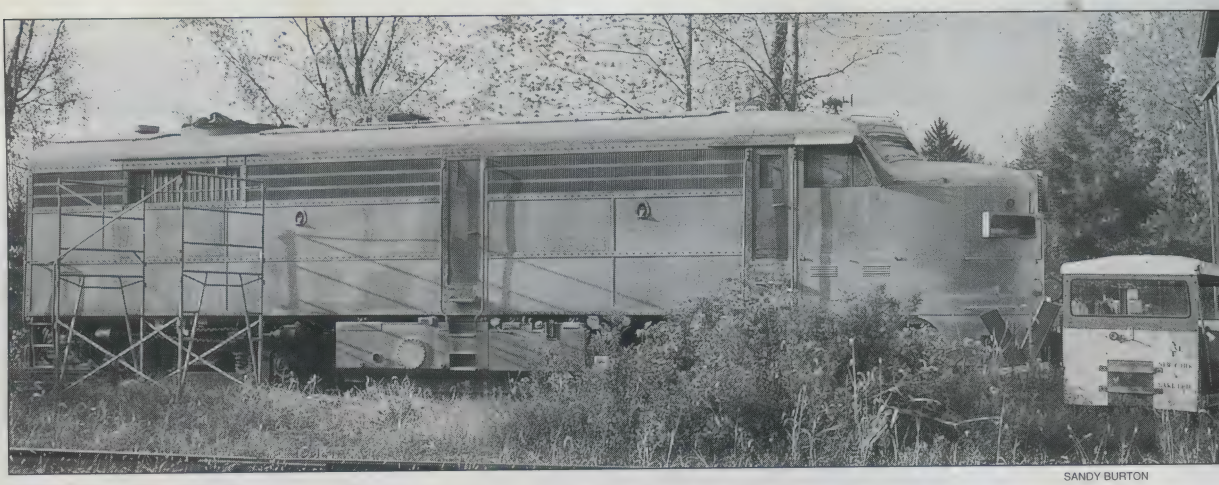
This was the first time that owner and master-mechanic Jack Anderson had his entire fleet of steam logging "lokies" running on the same day and pulling excursion trains, although a washout at the Nisqually trestle separated some of the locomotives and prevented them from all being run together. After the busses arrived with the guests, Porter 2-8-2 No.5 took the train to New Reliance, Wash., on the Tacoma Eastern Ry., which is owned by the City of Tacoma and leased to MRSRR. Upon return, three-truck Hillcrest Lumber Climax No.10 was waiting in Elbe and coupled on to the train with No.5 for a trip up to the Nisqually trestle, which was partially washed out during the flooding that took place in the Northwest during November 1995. The riders were given the opportunity to view the bridge repairs that are underway (the bridge is scheduled to be completed by December 1) and then return to Elbe for lunch.

After lunch the 126 convention attendees were bussed up to the MRSRR shops at Mineral, Wash., where the three remaining operable steamers were waiting to continue the day-long steam excursion. Recently restored Alco 2-8-2T No.17, along with Heisler No.91 and Shay No.11, led the train of newly acquired former-BC Rail passenger cars down to the S-curves where additional runbys were performed.

Upon the train's return to the shops at Mineral, the visitors toured the facilities where all four vintage diesels were operated on short trips for the crowd while No.17 performed a series of short runbys. A few feet away (still in many pieces), was Rayonier No.70, a 1922 Baldwin Mike that is the next "lokie" slated to enter the MRSRR shops for a Jack Anderson "Class-5" rebuild in 1997. The last bus of conventioneers had no sooner left than Jack was already making plans to expand his impressive steam fleet of logging lokies that operate at the base of Mt. Ranier — MARTIN E. HANSEN.

NAUGATUCK RAILROAD The Railroad Museum of New England commenced operation over its Naugatuck Railroad, 19 miles of former Hew Haven Railroad trackage from Waterbury, Conn., north to Torrington. To cement things, the "Naugy" has a 30-year lease with the Connecticut Department of Transportation, which owns the line. Power consists of a former NH RS3 529, which was purchased from Amtrak by RMNE in 1985. The locomotive has been restored back to its black and orange NH livery and pulls two

THE LAST FPA2u in Canada has come to the United States. CN 6758 has been purchased by the New York & Lake Erie for dinner train use and was outside the road's shops on October 13, 1996 (**right**). The 6758 was one of a pair of FPA2s re-engined with an Alco 251B power plant instead of the 244 engine used in all previous FAs. The upgraded engine became standard on production FPA4s. The NY&LE has also purchased CN FPA4 6764.



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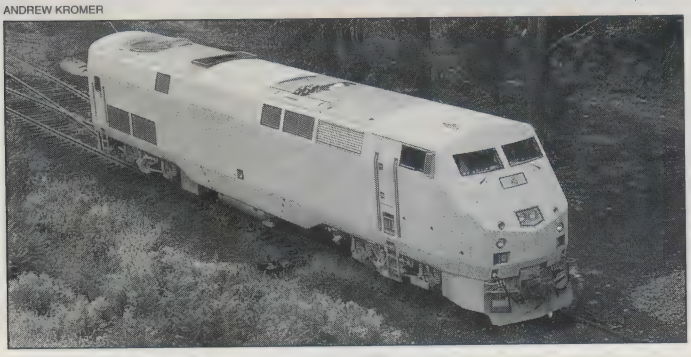


AMTRAK AMD103 No.5 was sitting outside GE's plant in Erie, Pennsylvania, in early October awaiting shipment to Conrail's Juniata Shop for painting. Amtrak has ordered 98 of the new engines to begin replacing the aging F40s.

KYLE BREHM

THE *MARLBORO UNLIMITED* won't roll until 1998, but a test run over the train's route on UP, Montana Rail Link and Montana Western was made in early October. Amtrak 310 led two Superliners and three Wisconsin & Southern business cars over MRL at East Billings, Montana, on October 4, 1996.

CSX DONATED THE STATION that houses the Ellicott City (Maryland) Railroad Museum to the organization on November 9, 1996. The *Tom Thumb* from the B&O Museum in Baltimore was on hand for the transfer (**below**).

ALEXANDER D. MITCHELL IV

THE EAST BROAD TOP RAILROAD in central Pennsylvania held its annual Fall Spectacular with four narrow gauge Mikados under steam. EBT 17 led a string of hoppers (**below**) northbound on Saturday, October 12, 1996.

ANTHONY D'AMATO

former-Canadian National Montreal commuter coaches, private car *Sherry Lynette Brannon* and Central Vermont wooden caboose 4014. During the fall 1996 season, the train made up to six round-trips per weekend day; weekdays saw private charter excursions.

The 1997 season will see the addition of new power to the RMNE/Naugatuck: former VIA FPA4 6763, which may carry a special Naugatuck livery, and former Maine Central RS3 557, still in green and orange (one of only two MEC RS3s). For more information on the RMNE, contact P.O. Box 4658, Waterbury, CT 06704, or call 203/469-6867.

WASHINGTON CENTRAL With the Washington Central's merger into BNSF, the power short regional saw fit to press its passenger F-units into service. The units, former-MARC F9PH's 82 and 84, were moved from storage in Union Bridge, Maryland, arriving in Yakima, Washington, on October 7, 1996. After some minor mechanical work, the F's spent the week of October 21-25 in freight service, moving local trains and a ballast/military extra.

After completing their freight stint, the cab units were sent to Renton, Wash., where they will take over as the regular power for the *Spirit of Washington* dinner train, displacing ex-U.S. Steel F7A's 100 and 102. The latter will be moved back to Yakima and likely will be sold.

The 82 and 84 were purchased by Washington Central in January 1994 from Morrison-Knudsen, which had rebuilt the units in 1981 from B&O F's; the 82 was formerly B&O F7A 165 and the 84 was formerly B&O F3A 165. MARC retired the units in 1993 and traded them in to MK on GP40s with F45 cabs. Rebuilding included installing 645 engine blocks, HEP generators, sealed carbodies, twin sealed-beam headlights, new pilots and other various upgrades. The units are unusual as they lack the customary nose door and portholes common to covered wagons; they also feature an oddly shaped square pilot.

The two F's were purchased for a dinner train to be located in the East. That trainset of nine cars has been stored in Yakima since its completion in 1993 and is now up for sale. It is likely that the mechanically ailing "*Spirit*" F7s, along with cannibalized F7B 101, will be sold with the set. A second power generator car in the body of an ex-Milwaukee Road F7B is for sale as well — JODY MOORE

ST. LOUIS CAR COMPANY The St. Louis Car Company has acquired former-MARC F-units 81 and 85 and six passenger cars from various sources (five ex-Union Pacific and one ex-Army). The locomotives were overhauled at the Manufacturer's Railway engine shops in St. Louis and, along with the passenger cars, painted into a green and gold livery based on the Manufacturer's paint scheme. The 85 and 81 have become Nos. 101 and 102, respectively.

The consist, which includes a dome/lounge, diner/lounge, cafe, power car/crew dormitory, club car and open platform parlor/observation car will operate as a group charter service available to corporate and other organizations. They are only available to groups and can handle 150-200 people. The interiors of the cars have been rebuilt with all-new mahogany treatments to give them a rich, warm, club-like atmosphere. The train will be operated with Amtrak crews in and around the St. Louis area — LARRY R. STILES and DAN DEWES.

WESTERN MARYLAND 6 Because of on-going repairs to the line to Bald Knob, the dates of Cass Scenic Railroad's 1997 Railfan Weekend have not yet been set, but it will be sometime in late May. It is hoped that three or possibly four Shays will be featured at the event. The use of Western Maryland Shay No.6 comes after a major overhaul (**page 62**). The firebox has been re-bricked, the drivers turned, gears re-cut and the piping renewed. At 162 tons, WM.6 is the largest operating Shay in the world. Incidentally, Cass has two locomotives numbered 6 on the roster, the second being a Heisler.

Numerous washouts caused by the severe winter weather in early 1996 and a second wave of floods on the eve of the 1996 Railfan Weekend have necessitated a lot of repairs. During the 1996 operating season trains could only go to Whittaker Station, four miles from Cass on the eleven-mile line. Track work continues on the line, with the projected completion being sometime in the spring of 1997. Unfortunately, the Warren, Mich., based contractor performing the work lost an employee in a fatal track-related accident. The same contractor will complete the project, as an OSHA investigation failed to find any unsafe practices. Work will continue into the winter as long as possible. For more information on the 1997 operating season call 304/456-4300.

ASSOCIATION OF RAILROAD MUSEUMS The Association of Railroad Museums was recently given a seat on the Federal Railway Administration Railroad Safety Advisory Committee (RSAC). This was an extremely significant move in that it recognized that regulations designed for the safe operation of conventional railroads may not be appropriate, and possibly even counter-productive, for operating railroad museums.

Accordingly, an RSAC subcommittee was appointed to deal specifically with historic and tourist railroads. This will permit input from the Association of Railway Museums (ARM) without the need to attend all major meetings. The FRA has established two broad categories: common carrier or "general system" rail lines and private "demonstration lines." Rail museum operations would fall into the second category.

Demonstration lines would be subject to FRA regulation if the line hauls passengers with diesel or steam (this would appear to exempt lines that operate only streetcars), and the line crosses any public road at grade or operates within 30 feet of, or crosses at grade, any general system railroad (this would apply only to steam or diesel passenger operations, per Item 1).

Except for any "pre-defined areas," regulations for track, non-steam locomotives, signals and similar items do not apply, as they only do so for "general system" railroads. This does not mean that FRA does not have the right to inspect operations that do not come under their direct regulation. The inspector can look at the facility and give "friendly advice". Of course, the museum should then be cooperative.

According to James D. Johnson, of the Association of Railway Museums, ARM inspectors will be looking at a series of different issues at museum operations. Among them are safe operations in general; complete working brake equipment (with nothing cut out and all working hand brakes); use of qualified personnel, using a rulebook, a twelve-hour workday for operating employees and observation of speeds within the safe limits for the design and condition of the track. Hopefully all historic and tourist railroads will operate in such a fashion that the FRA will never be given a reason for additional regulation.

CARROLL COUNTY RAIL Carroll County Rail ran an eight-car passenger excursion on October 12, 1996, over the recently restored Wheeling & Lake Erie Carrollton Branch. The 27-mile line, running from Carrollton, Ohio, north to Canton, was upgraded to FRA Class II standards with $1.3 million raised from mostly public funding to insure continued service to the many industries along the line. The four round trips that were made over the weekend carried 1268 people. The 28-mile round-trip was run over W&LE track from Carrollton to Oneida (half-way between Carrollton and Canton), and then from Oneida east into Minerva, Ohio. The final 1500 feet into downtown Minerva is on Ohi-Rail trackage.

Carroll County Rail leases an RS11 (former-L&N 953, Indiana Hi-Rail 352) and passenger cars from the Orville (Ohio) Railroad Heritage Committee. Ohi-Rail crews are used on the trains, as is the O-R facility in Minerva for servicing the train. Ohi-Rail is a short line that runs in southeastern Ohio from Minerva south to Hopedale.

Carroll County Rail looks forward to at least four trips per week come the 1997 season. Two RS3s (former-Indiana Hi-Rail, originally Vermont Railway 603 and 606) have been purchased by CCR in anticipation of the new season — TOM BARNETT.

TRACKING TRAINS BNSF has decided to use Santa Fe's TSS (Transportation Support System) to track freight cars instead of BN's COMPASS system. This change is causing major operating difficulties on the former BN lines in the upper Midwest. TSS is unable to generate wheel reports (a car-by-car description of the train detailing hazardous commodities, high-and-wide loads and other car information) for departing trains, especially out of the Chicago area. Some trains are being issued a handwritten list just to get them on the road.

TWO KODACHROMES: KERMIT E. GEARY, Sr.

NEBKOTA RAILWAY is using A-B-A F-units in regular freight service over their ex-C&NW "Cowboy Line." F9A's 55 and 54 were bracketing F9B 66 east of Chadron, Nebraska, on the once-a-week 74-mile trek to Merriman on September 9, 1996.

IDAHO, NORTHERN & PACIFIC GP40s 4507-4510 were sent east to assist sister road Nebraska Central with the late summer grain rush. IN&P 4510 led NC GP38 4201 on a westbound train near Ord, Nebraska, on September 6, 1996 (**right**). Rio Grande Pacific Corporation, owner of the IN&P and NC, also owns the Wichita, Tillman & Jackson Railway in Texas and Oklahoma.

KODACHROME: LARRY R. STILES

FORMER MARC F9s have left the Atlantic seaboard to begin new lives in the Midwest and West. MARC 81 and 85 have gone to St. Louis, where they will operate in corporate charter service for St. Louis Car Company as their 101 and 102. SLCC 102 was at St. Louis Union Station (**left**) on September 12, 1996. Former MARC 82 and 84, purchased for dinner train service, were used on freight trains by power-short Washington Central. The duo was on the Ellensburg turn (**below**) on October 25, 1996.

COLOR PRINT: JODY MOORE

KODACHROME ALEX LANG

One of the best railfan "bargains" in the Northeast is the piece of railroad which stretches from Conrail's Allentown Consolidated Yard westward along the former-Reading East Penn Division to Reading, Pennsylvania. This is a busy route through some picturesque communities that plays host to trains of both home road Conrail and those of CP Rail's St. Lawrence & Hudson (the former Delaware & Hudson). There are excellent locations for photography, virtually all of which are accessible from public property.

The distance from Allentown to Reading is 36 rail miles, so this territory is easily covered in one day with extra time to double back if necessary to follow the traffic. A scanner tuned to Conrail frequencies 160.80 and 161.07 is pretty much indispensable to get maximum return from one's visit to this area.

The traffic over this line today owes little of its heritage to the old Reading. When Amtrak wanted freight off its Northeast Corridor in the 1980s, Conrail upgraded the Reading from Harrisburg to Allentown and the Lehigh Valley into Oak Island Yard in Newark, N.J., as its bypass around the old Pennsylvania Railroad electrified lines and then diverted the traffic. With much of its traffic today originating in Pittsburgh, the old East Penn is effectively now the east end of the Pennsylvania Railroad!

KODACHROME KERVIT GEARY, JR.

by Peter McGilligan and Alex Lang

Action on Conrail's Reading Line:

Belt to Burn

"CP Burn" at Allentown is the west end of the East Penn Junction connection between the old Reading and Lehigh Valley. On July 21, 1996, a pair of SD80MAC's had coal empties VFN999 (**top**) coming west off the LV connection while the ALHB-1 held the main out of Allentown Yard. On June 15, 1996, the Philadelphia to Montreal D&H 555 (**above**) was at CP Burn with a colorful mix of SD40-2s. At the other end of the Reading Line (**opposite bottom**), on June 8, 1991, a C39-8 was leading the ALSR (now ALNS) off the Blandon Low-Grade Line past the old Pottsville Secondary connection (now the Reading & Northern) at Belt Line Junction (CP Belt) on the north side of Reading.

As of early 1996 with the abolition of Conrail's Harrisburg Division, this trackage came under the authority of the Philadelphia Division and its Lehigh Line dispatcher from Allentown/Bethlehem to CP Belt (Belt Junction) just outside of Reading. Previously, the Harrisburg Division had the line from Reading to Alburtis (Milepost 24), and the Philadelphia Division from there to Allentown. Today's Reading Line actually extends from CP Bethlehem (the old LV passenger station) along the former-LV to CP Burn and then west to Reading and through Belt Junction to Wyomissing Junction on the Lebanon Valley Line to Harrisburg.

For the purposes of this article we will leave the busy Allentown and Reading terminal areas for another day. Several days could be profitably spent observing and recording all the activity on the operations there.

Reading heritage

The railroad which today comprises Conrail's "Reading Line" was conceived on May 16, 1856, by Reading lawyer Edward Clymer as the Reading & Lehigh to link the city of Reading with the Delaware River and the Morris & Essex Canal and New Jersey Central Railroad in New Jersey for a route to New York City. For several years the city of Philadelphia was allied with the Pennsylvania Railroad in attempting to block the building of this link.

Nonetheless, it was completed from Reading to Allentown on May 11, 1859, as the East Pennsylvania Railroad. Commonly known as the "East Penn," the property was leased to the Philadelphia & Reading Railroad on May 19, 1869. In the 20th Century the East Penn played an integral part in the Alphabet Route and Central States Dispatch for through freight between points west and the Northeast. The Alphabet Route used the Nickel Plate, Wheeling & Lake Erie, Pittsburgh & West Virginia, Western Maryland, Reading and Jersey Central to link Toledo, Ohio, with New York, Philadelphia and Baltimore, while the Central States Dispatch connected Cumberland, Md., with Boston using the B&O, WM, Reading, CNJ, Lehigh & Hudson River and New Haven.

In the Reading diesel era, the East Penn funneled manifest traffic from Harrisburg and Reading to connections with the Jersey Central and Lehigh & Hudson River at Allentown Yard and the Lehigh Valley, which stayed on the south side of the Lehigh River, bypassing the big CNJ Allentown Yard. The line also handled the heavy traffic between Reading and the huge Bethlehem Steel mill in Bethlehem. Prior to Conrail the Reading also had two other lines into Allentown/Bethlehem from the Philadelphia area, the Perkiomen

Branch into Emmaus Junction on the East Penn and the Bethlehem Branch into Bethlehem's Saucon Yard out of Jenkentown. Both of these lines are now broken, and what's left of the Philadelphia-Bethlehem traffic comes up via the main line to Reading and then into Allentown on the East Penn.

West from BURN

Let's explore the Conrail Reading Line, beginning at the east end, just outside the big Allentown Yard complex. Back in the pre-merger days, the Reading had Basin Street Yard and East Penn Junction on the south/west side of the Lehigh River just west of Allentown Yard. Basin Street had a small engine terminal and a junction where the line into the Allentown passenger station struck off to the north. A recent project to eliminate the busy Basin Street highway grade crossing resulted in a substantial rearrangement of the trackage at "CP BURN," but traces of the old line to the passenger station are still in place in the woods.

At East Penn Junction, adjacent to Basin Street Yard, a connection curved sharply down to the Lehigh Valley main line. Today, the LV main has been reduced to an industrial spur north of East Penn Junction, but the line east of there to Bethlehem is used by Conrail's intermodals to bypass the congestion of Allentown Yard. The CP BURN junction between the LV connection and the old main line into Allentown Yard is spartan compared to earlier days, but it still can provide some very interesting photography as yard and bypass traffic often have to wait for each other there. It is not unusual to get a "TV train" (intermodal) coming in at BURN while a conventional train waits for him to clear on the upper level line from Allentown yard.

CP BURN is a good place to compare notes with other fans, several of whom are usually to be found there on weekends or summer evenings and many of whom spend hours there with their scanners and can give good information about developing activity. While Allentown Yard has been "off limits" to fans in recent years, the parking area east of the tracks at the Auburn Street grade crossing (Auburn = CP "BURN") seems to be tolerated as long as the fans stay off the tracks — which they usually do. Good down-on photos (especially for westbounds) can be had from the Susquehanna Street bridge just west of CP BURN, but parking up there can be a problem.

"Chasing" trains on the East Penn line to Reading should not be considered, although it is sometimes possible to catch up with a train due to signals, slow orders etc. But the urban strip-developed areas out to Emmaus are studded with traffic lights and lots of vehicular traffic. There is plenty of railroad action, so it's best to just go from spot to spot and wait until something comes along.

After CP BURN the next logical spot is Emmaus (ah-MAY-us). There are good views of the main line within a couple of blocks on either side of the recently rebuilt Fourth Street overpass bridge in the middle of town. The former Reading station still stands west of the bridge on the south side of the tracks and can be worked into photos, but it is almost unrecognizable as a station and is in non-railroad use.

A side attraction at Emmaus is the old Perkiomen Branch which strikes off the main line just east of town and climbs through the community on a hillside a few hundred yards south of the main line. Once a through route to Philadelphia, this picturesque and twisting line is now the East Penn Railway, a short line reaching 14 miles south to Pennsburg. The motive power, an SW9 and RS18, are kept at Pennsburg and run up to Emmaus as needed to interchange with the Conrail Reading Line. The East Penn is operated by John Nolan, who also operates the Bristol Industrial Terminal near Philadelphia and the Lancaster & Northern out of Sinking Spring.

Back on Conrail, the next significant spot to the west is Macungie. To get there, follow the Main Street/Chestnut Street highway west out of Emmaus to Yoccko's Restaurant (owned originally by the family of Lee Iaccocca of Chrysler Corporation fame) on the right. Make the next right turn and take Buckeye Road west to Route 100 where you make another right into downtown Macungie.

KODACHROME. STEVE BARRY

KODACHROME. KERMIT GEARY, JR

THE EAST PENN LINE retains much of its classic Reading atmosphere. In September 1985 the Blue Nountain & Reading ran its ex-Reading T1 4-8-4 2102 (**above**) from Reading to Allentown. In May 1974 (**opposite top**) Alco C636 5304, a GP30 and GP35 were easing out of Allentown Yard, bound for the East Penn line to Reading. In May 1976, right after the April 1 Conrail merger, a Reading GP35 (**opposite center**) was meeting a coal train at Alburtis that was powered by an Erie Lackawanna SDP45 and Bicentennial SD45. On February 14, 1988, an SD50 and C39-8 (**below**) were westbound with the XGW47 at Fleetwood, passing the old Cadillac Fleetwood Body Works factory building.

TWO KODACHROMES JIM BOYD

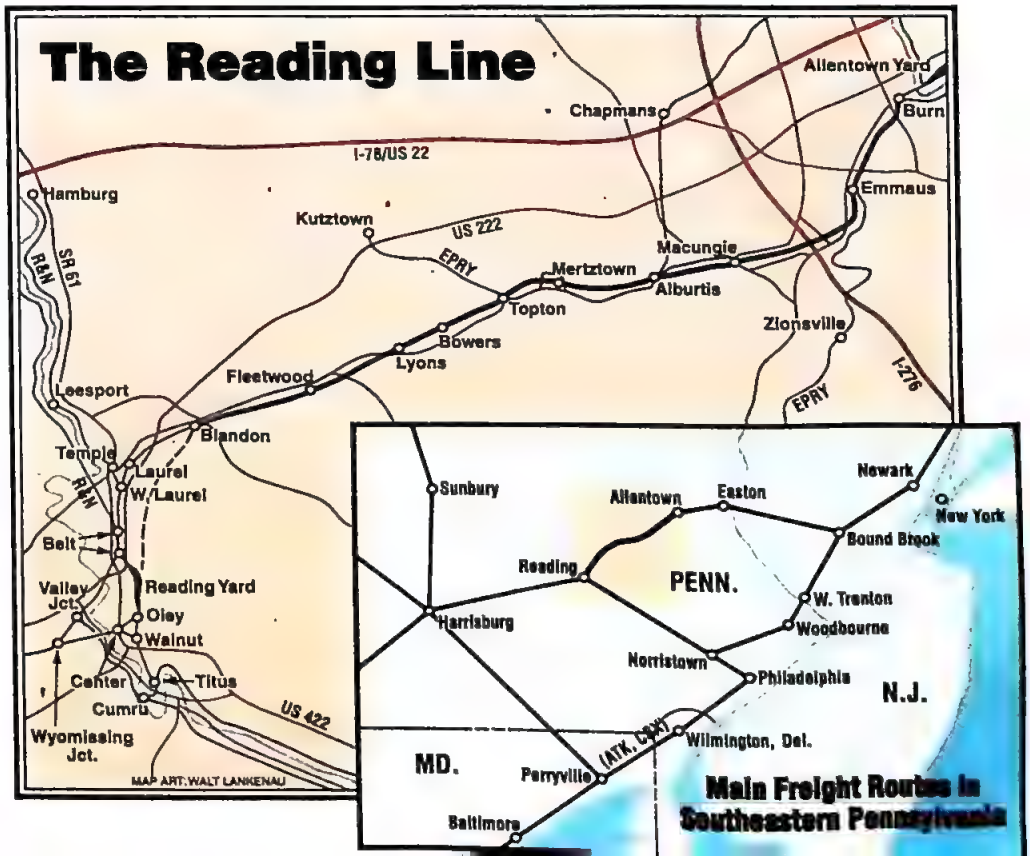
While the picturesque old hotel southeast of the crossing was torn down a few years ago, Macungie has some interesting lineside structures and photo angles with a good look up and down the tracks in either direction.

The next spot west is Alburtis. Crossing the tracks in Macungie on Route 100, turn left onto Alburtis Road at the "Alburtis 2 Miles" sign just beyond the Mack Truck plant on the edge of town. This road will circle the plant and put you within sight of the tracks west to Alburtis.

As you enter Alburtis you will cross the Catasaqua & Fogelsville branch, which once stretched 14 miles northeast to connections with the Ironton Railroad, Lehigh Valley and Lehigh & New England at Catasaqua, on the Lehigh River north of Allentown. The C&S was built primarily as a cement hauler and once went south of Alburtis to serve the anthracite iron furnace at Lock Ridge. It is still a busy Conrail branch to the north and serves the huge industrial park at Trexlertown which includes the brewery seen from Route 22/I-78. In the middle of the day the C&S local based at Chapmans, WPCH11, usually can be heard asking the dispatcher for permission to come onto the main at Milepost 24, the former Harrisburg/Philadelphia division post. When there is a lull, this train will be allowed out and will run to Spring Street Yard in Reading, returning in early evening.

There are constantly lit east- and west-facing signals at Alburtis which augment information gleaned from the radio. A note of caution: When parking in Alburtis be sure to legally park facing in the direction of road traffic, as the police are very gung-ho about these matters here. Alburtis is an excellent location for photos with long approaches in either direction.

Leaving Alburtis westward on Front Street, you'll find yourself on the Longswamp Road



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TWO KODACHROMES J.M.BOYD

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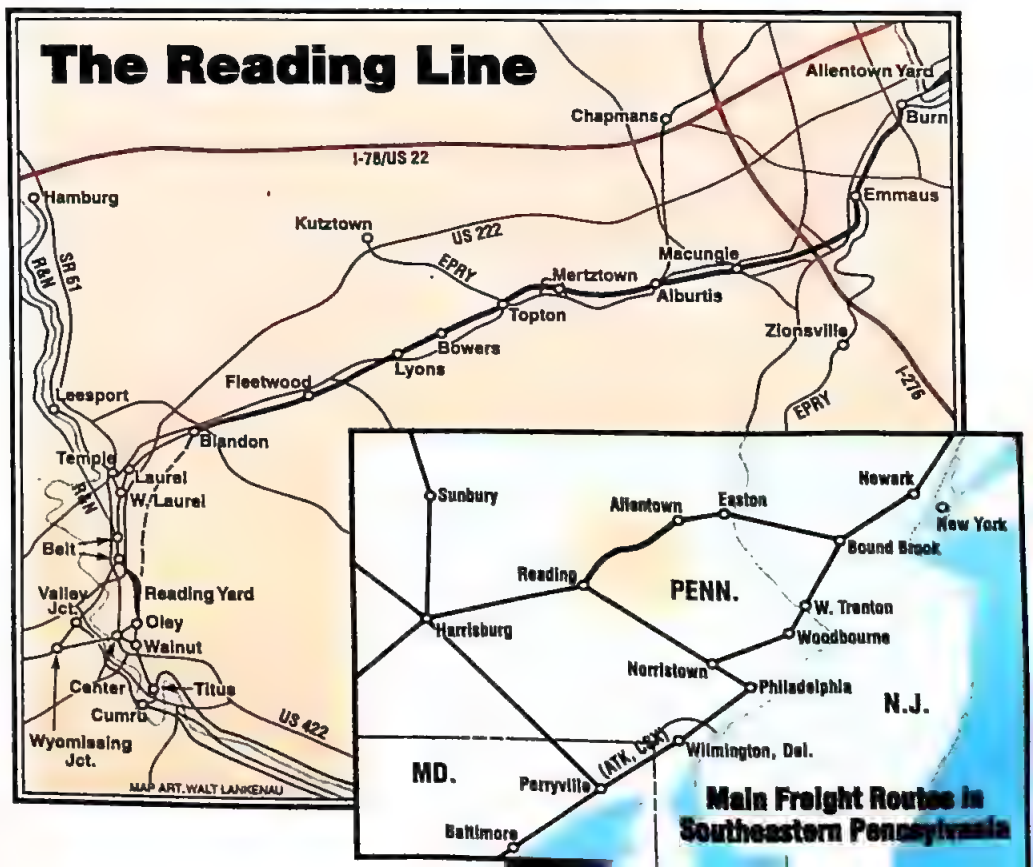

KODACHROME JIM BOYD

blacktop that follows the south side of the tracks, and there are many excellent photo spots in the area. Four-and-a-half miles from Alburtis is the village of Mertztown, where the Reading station is still standing and has been painted in a fairly good representation of Reading Company colors.

Returning to the main road (an un-numbered highway that changes street names — State Road, Fleetwood Road — in each township), it's about three miles to Topton, where a right turn onto Home Avenue at the Shell gas station traffic light opposite the imposing Lutheran seminary will take you to the business district and the tracks. Topton is one of the most attractive towns on the railroad, with a beautiful old hotel on the north side and numerous handsome structures on all sides of the tracks. The brick station is still standing, though its canopy is long gone. Topton is a good place for lunch, with Tony's Pizza right across from the depot and a full service restaurant in the Topton Hotel on the other. There is also Bessie's "home-cooking" luncheonette adjacent to the hotel which is recommended by us — even though I missed two trains while dining there on one occasion!

KODACHROME, KERMIT GEARY, JR

Topton is the junction point of the former Kutztown branch, which is now operated with a GE 44-tonner as another segment of the East Penn Railway. There is a privately owned shop at the branch junction where equipment from a number of historical societies is stored. To get there take Main Street (west of the Topton Hotel) north a block to High Street and then go west to the shop. The Kutztown branch is the only segment ever built of the grandly envisioned Allentown Railroad, which was an arch-competitor of the original East Pennsylvania — it is particularly ironic that it wears the "East Penn" name today.

Heading west again on the main highway, there is the community of Bowers, which has some very photogenic buildings that are just a bit too far from the tracks to work into photos. That's not the case, however, with Lyons, the next town to the west, which has many structures which can be worked into train pictures. West of Lyons the highway crosses Conrail on an overpass, which offers good views in both directions as well as a look at a small ballpark right next to the tracks (**page 34**).

The largest town in the area is Fleetwood, three miles west of Lyons. Here the railroad passes just south of some interesting industrial buildings, including the original Cadillac

RAILFAN & RAILROAD
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KODACHROME STEVE BARRY

KODACHROME KERMIT GEARY, JR

"Fleetwood" body factory, just east of Richmond Street (**page 30**). The big Brown's flour and feed mill complex and former-Reading freight station just west of there once had a wonderful tangle of industrial street trackage, which is now torn out and paved over, but the buildings remain.

There is some "parallel pace" road west of Fleetwood, but the highway is on the north side of the track. Some crossings offer a few photo locations, however. Just east of the village of Blandon is a feed mill with an in-service spur which is a good prop for photos.

The original East Penn main line turned south from Blandon and made a steep drop down "Temple Hill" into the yard in downtown Reading. This 1% grade required massive 2-8-8-0 compound pushers eastbound in steam days. In 1955 the Reading completed

THE TOPTON HOTEL has changed its name since our front cover photo was taken. On May 25, 1996, Dash 8-40CW 6205 (**top**) was on the eastbound main approaching the Home Avenue crossing, while on May 11, 1982, SD40 6259 (**above**) had a westbound rolling past the Topton station at Home Avenue. In October 1989, SD50 6789 (**below**) was leading the ALSR through a pumpkin patch just east of Mertztown. In October 1988 (**opposite top**) an SD40-2 was westbound past the fall foliage at Second Street in Emmaus, and on July 18, 1991, A Dash 8-40CW was leading the PIAL eastward beneath the Fourth Street bridge in Emmaus.

KODACHROME, JIM BOYD

Metra's North Central

THE BUFFALO GROVE station is in a beautiful setting. On August 23, 1996, F40PH 125 was leading evening train 109 westward. The North Central Service on the old Soo Line is covered by three trainsets and four locomotives: the new F40PH-2M 214 and 1977-vintage F40HP's 125, 126 and 127.

IS THIS THE DAWN of a bright new future for commuter rail? It certainly is in Chicago's northwest suburbs, where Metra's North Central Service made its first run on Monday, August 19, 1996. Chicago-bound Metra train 100 left Antioch, Illinois, on time at 5:27 a.m., heralding the Windy City's first new commuter rail line in 70 years.

All across the nation, suburban communities are being strangled by the automobile. As traffic gridlock and air pollution degrade the quality of life, commuter rail looks more attractive all the time. New systems are operating in California, Florida and Virginia, and the concept is being explored in other metropolitan areas. It's no surprise that established agencies such as Metra are finding increased demand for their service.

In the first new commuter route in Chicago in 70 years, Metra begins service on Wisconsin Central's old Soo Line main.

Metra, of course, is Chicago's commuter railroad, carrying 275,000 people on 675 trains every weekday on eleven — make that twelve — lines radiating from downtown Chicago (a network based on the traditional services of the C&NW, Milwaukee Road, CB&Q, IC, Rock Island, Wabash and GM&O). At 540 route-miles, Metra is unquestionably the largest commuter railroad in America, and with its clean, well-maintained trains and stations, excellent track, convenient service and 97% on-time record, many consider it the best. The North Central Line is Metra's first reach beyond its traditional boundaries as it seeks to expand service to Chicago's fast-growing outer suburbs.

North Central trains make most of their journey on the Wisconsin Central's Chicago Sub, the old Soo Line main to Fond du Lac, a route that has been freight-only since the Soo discontinued the heavyweight *Laker* in 1965. Starting at Antioch, just south of the Wisconsin state line, North Central trains serve ten communities that have never before enjoyed commuter rail service. At Tower B-12 in Franklin Park, NCS trains swing onto the Metra Milwaukee West District (the former Milwaukee Road main line to Elgin), making only one stop at River Grove on their way to the north end of Union Station.

According to Metra, NCS wasn't named for the host railroad because it doesn't go into Wisconsin. This represents a break from tradition for Metra; after all, the Milwaukee District doesn't serve Milwaukee, the Rock Island District doesn't go anywhere near Rock Island, and the Burlington Northern Santa Fe, well ... . However, since most people in Illinois equate "north" with "Wisconsin," the new name is unlikely to cause confusion.

Initially, the service is modest: three rush-hour trains into the city in the morning at half-hour intervals, one midday train each way, and three trains out at half-hour intervals in the evening, with no service on weekends or

EKTACHROME: WILLIAM ELEY

Service

by Bill Christopher

holidays. This contrasts with most of Metra's lines, which offer hourly off-peak service on weekdays and reduced but convenient schedules on weekends. Metra had originally planned to run eight trains a day each way, but a computer simulation of WC's traffic flow showed that this schedule would quickly turn the single-track line into a parking lot. Plans are already in the works to increase capacity on the Chicago Sub to allow a full suburban schedule.

Over ten years in the making, NCS is being lauded as a model of cooperation between federal, state, regional, municipal and railroad officials. Before construction could begin, planners from all these groups had a wide range of issues to resolve, especially the big one: where does the money come from?

Federal grants funded track and signal improvements, among other things, and Metra used state funds for the platforms, locomotives and cars. The project enjoyed significant grass-roots support; the ten on-line communities have built or are building their own depots and parking lots, at an average cost of $1 million each. Metra notes that "the service is being implemented *not* because a transit agency wanted to expand its 'empire.' Rather, the communities wanted the service so badly that they were willing to invest funds to assure that the trains would come."

A critical component was the interest and

KODACHROME: BILL CHRISTOPHER

THE LAKE VILLA station is an authentic historic recreation. The Soo Line Historical & Technical Society supplied the village with drawings of the original Wisconsin Central structure built on the same site in 1886 but torn down in 1974. On October 1, 1996, the 127 was northbound with evening train 107.

KODACHROME KEN CRAIG

cooperation of the host railroad. While some roads are leery of sharing their main lines with commuter trains, the WC has actively promoted the idea for several years. As usual, WC President Ed Burkhardt and his team are no fools: Metra will pay WC $2.5 million per year for the use of their railroad. The WC also gets some much-needed improvements to increase capacity on its busy Chicago Sub.

The super-regional has become a victim of its own success. Since its start-up on October 11, 1987, the WC has increased traffic on the Chicago Sub from seven trains a day to about 20 — twice as many as the Soo Line ran before it acquired the Milwaukee Road in 1985! By having Metra increase its capacity between Antioch and B-12, the WC can devote its own resources to increasing capacity on other parts of the system.

Anyone who hasn't seen the south end of the WC in the last year probably won't recognize it. Track gangs, signal crews and contractors have literally changed the face of this railroad, carrying out their work amid the WC's manifests, intermodals, ore trains, locals and rock trains. A new two-track connection was built at B-12 to connect the WC to Metra's Milwaukee West district; WC trains also use this connection to reach the Belt Railway of Chicago at Bensenville Junction, and the Canadian Pacific uses it for moves between Schiller Park and Bensenville. Tower B-12 itself was closed July 19, when control of the interlocking was transferred to Metra's Southwest District dispatcher in downtown Chicago.

Trackage around Schiller Park yard, the hub of the WC's Chicago operations, was upgraded extensively. Four miles of yard limit trackage was reconfigured and converted to CTC. According to WC trainmaster Brian Buchanan, three new tracks were added, one at the north end and two at the south end, which the WC uses for holding trains or blocks of cars. This is the closest thing to a yard that the WC has in the Chicago area; most of Schiller Park is owned by the Canadian Pacific, which uses it as an intermodal yard. WC

KODACHROME: BILL CHRISTOPHER

THE INAUGURAL RUN of Metra's North Central Service was an invitation-only round trip from Antioch (above) to Union Station on August 18, 1996, powered by Metra's newest unit, F40PH-2M 214. The next day, the Track 15 signboard (top) at Union Station posted the first departure of a North Central revenue train, No. 105 at 1:25 p.m. On October 11, F40PH 127 had evening train 109 (right) arriving at the O'Hare Transfer station at 5:28, following its 5:00 p.m. departure out of Chicago's Union Station.

KODACHROME BRIAN BUCHANAN

eastbounds are blocked at North Fond du Lac ("Shops" on the WC) for delivery to Chicago connections, while westbounds switch out shorts at Schiller Park before proceeding to Shops.

To prepare for the additional Metra trains, the Chicago Sub's aging CTC system was replaced with a new computerized system at Stevens Point, using electronically coded track circuits and microwave control. The dispatchers' territory was reconfigured: Dispatcher East, who once controlled traffic from the Chicago area to Stevens Point, now controls it only as far as Shops, and a Central Dispatcher has been added between Shops and "Point."

All signals were replaced, and the distance between block signals was reduced to one and a half miles; previously it ranged from two to four miles. Sidings were lengthened at Junction 20, Wheeling, Leithton/Mundelein and Lake Villa in Illinois and Silver Lake in Wisconsin. This last siding is outside of Metra territory, but it's where WC parks the first eastbound waiting for Metra to clear. All in all, more than twelve miles of second main track were added.

Venerable Leithton Tower, unused for decades, was demolished on July 12. It once controlled the EJ&E crossing, but that function was transferred to Point in the 1960s. Control of the Milwaukee North crossing south of Grayslake was transferred to Point this summer; previously it was an automated, "first-come, first-served" interlocking. A connection was built between the two lines to allow detour moves if necessary.

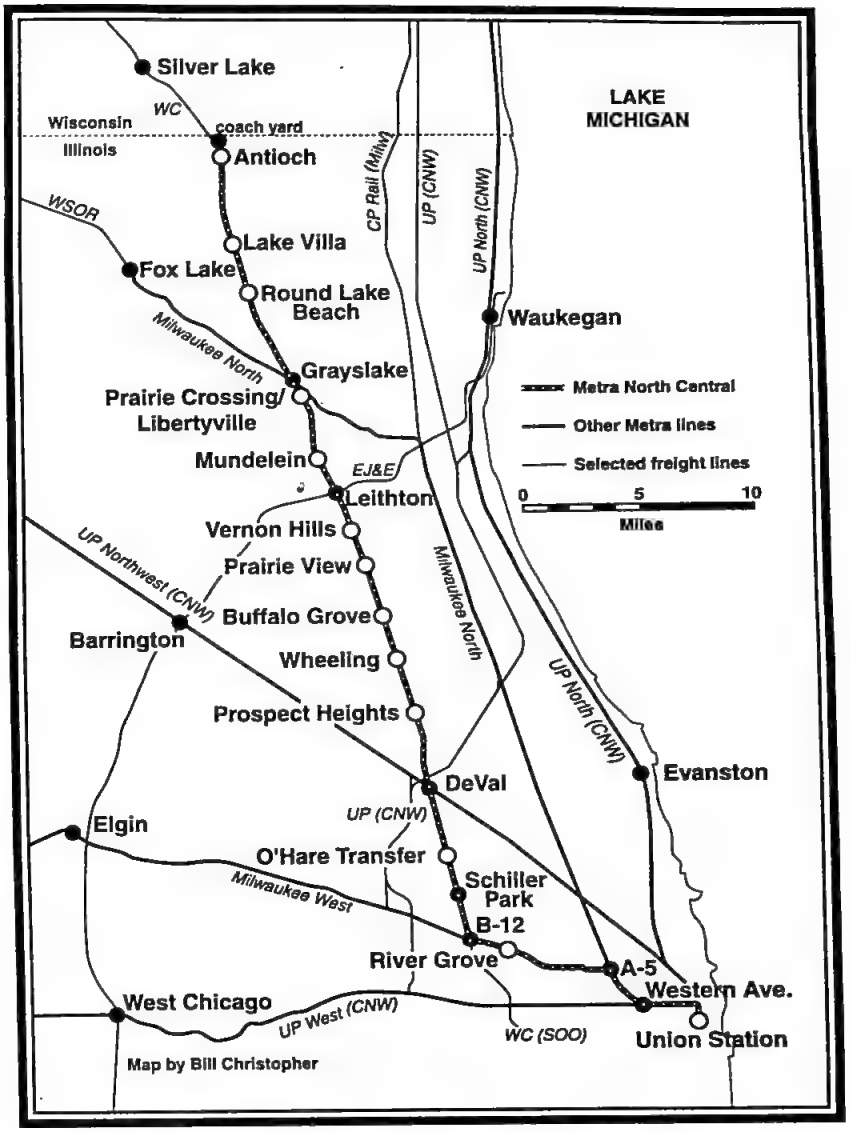
Millions of dollars were spent on track improvements. The remaining jointed rail on the Chicago Sub was welded in place; 50 new turnouts and 58,000 new ties were installed, and much of the track was undercut and re-ballasted. Grade crossings also received much work: 69 crossings were upgraded with new flashers, gates were added at 14, and 23 crossings were rebuilt.

The Chicago Sub's speed limit was raised to 60 m.p.h. for Metra and intermodal trains and 50 for freights; previously it had been 50 for all trains (and 40 before the WC took over). NCS trains are run by Metra crews, who qualified on the WC on special Metra trains in the weeks leading up to August 19.

New stations and parking lots were built or are being built by each of the ten on-line communities: Antioch, Lake Villa, Round Lake Beach, Libertyville (Prairie Crossing), Mundelein, Vernon Hills, Prairie View, Buffalo Grove, Wheeling and Prospect Heights. Only two depots, Lake Villa and Buffalo Grove, were complete at startup, although platforms and parking lots were ready at all but three stations: Prairie View, Vernon Hills and Prairie Crossing. Two other communities, Grayslake and Schiller Park, are planning to build stations in the future.

Prairie Crossing, just south and east of the Milwaukee North crossing in Grayslake, will eventually serve both lines. The parking lot will be expanded and new platforms and a walkway will be built to make a joint North Central-Milwaukee North facility.

The gem of the line, without question, is the Lake Villa depot. It's a refreshingly traditional railroad station, styled after and located on the site of the depot that the original Wisconsin Central built in 1886. The Soo Line Historical &

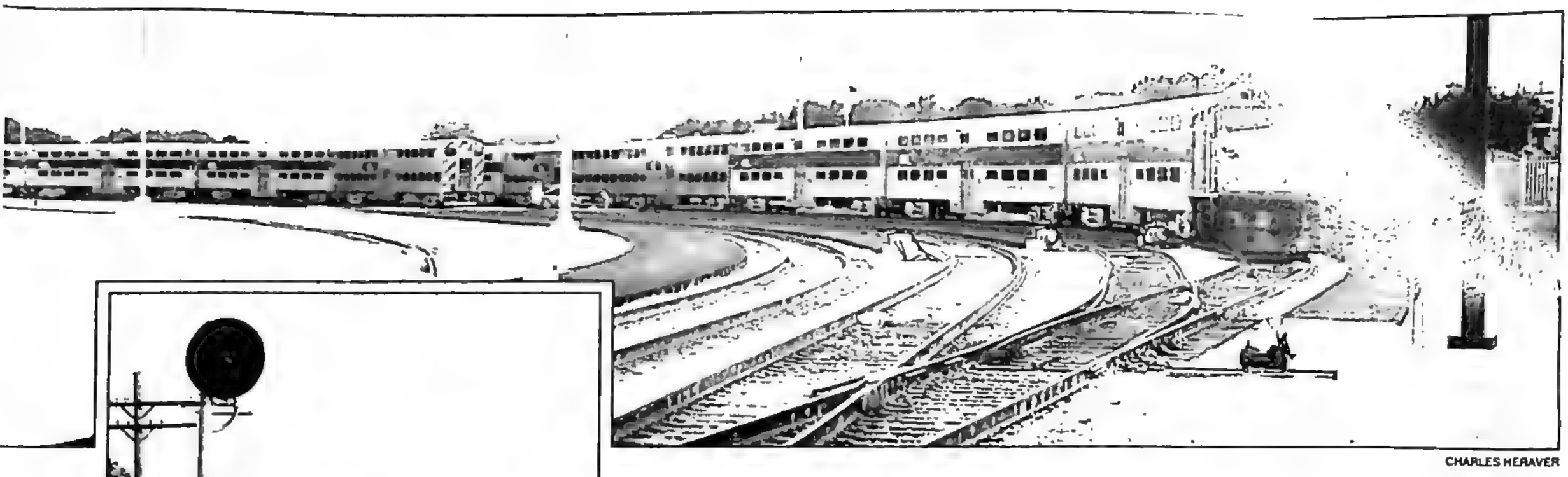


RADIO FREQUENCIES: Metra's North Central Service uses 161.52 mHz on the former Milwaukee Road line from Union Station out to B-12 in Franklin Park and 161.295 mHz on the Wisconsin Central from B-12 north to Antioch.

Metra North Central Service Schedule

Effective August 19, 1996

Southbound (read down)					(read up) Northbound			
100	102	104	112	Train No	105	107	109	111
am	am	am	pm		pm	pm	pm	pm
5:27	6:02	6:37	3:29	Antioch	2:52	5:48	6:25	7:03
5:33	6:08	6:43	3:35	Lake Villa	2:43	5:39	6:16	6:54
5:37	6:12	6:47	3:39	Round Lake Beach	2:39	5:35	6:12	6:50
5:44	6:19	6:54	3:46	Prairie Crossing/ Libertyville	2:31	5:28	6:05	6:43
5:49	6:24	6:59	3:51	Mundelein	2:25	5:22	5:59	6:37
5:54	6:29	7:04	3:56	Vernon Hills	2:19	5:16	5:53	6:31
5:56	6:31	7:06	3:58	Prairie View	2:17	5:14	5:51	6:29
6:00	6:35	7:10	4:02	Buffalo Grove	2:14	5:11	5:48	6:26
6:04	6:39	7:14	4:07	Wheeling	2:10	5:07	5:44	6:22
6:09	6:44	7:19	4:12	Prospect Heights	2:04	5:02	5:39	6:17
6:19	6:54	7:29	4:22	O'Hare Transfer	1:53	4:51	5:28	6:06
6:27	7:02	7:37	4:31	River Grove	1:44	4:42	5:19	5:57
6:50	7:25	8:00	4:55	Chicago Union Station	1:25	4:23	5:00	5:38



CHARLES HERAVER

WILLIAM ELEY

THE DIESELS normally face north on the Metra North Central line, resulting in the southbound trains running in the lead, like the 102 (**above**) at Wheeling at 6:39 a.m. on August 21. Before service was inaugurated, F40PH 126 (**top**) was facing south in the Antioch layover yard on August 14.

Technical Society supplied the village with drawings of the old depot, which was razed in 1974. The kink in Lake Villa siding, a reminder of the long-demolished coaling tower, as straightened out as part of track improvements.

While the other stations are community projects, Metra built the O'Hare Transfer station, located in the international airport's Remote Parking Lot F (and at Junction 20 on the WC). Currently, buses transfer Metra passengers to the O'Hare people-mover for the trip to the terminal; eventually the people-mover will be extended to the Metra station.

Metra also built a four-track layover yard in Antioch, which has a curved layout to avoid disrupting nearby wetlands. Like Metra's other layover facilities, the trains are plugged into hotel power at night to run the heating or air conditioning. All Metra commuter locomotives are equipped with block heaters, enabling them to be shut down overnight, even in winter.

Currently the NCS schedule is protected by three trainsets. Metra acquired the extra locomotives in 1992, when it replaced the 25 E8s and E9s on the Burlington Northern with 30 new EMD F40PH-2M's, the so-called "Winnebagos" or "motor homes" that share their carbody design with Amtrak's AC-traction F69PHs. In spite of their non-standard cabs and the fact that they were built long after the 710 engine had been introduced, these units are really standard F40s powered by 16-cylinder 645 prime movers. On some lines, the Winnebagos have displaced older F40s, which migrated to other lines; at this writing the NCS is operated with Metra's newest locomotive, F40PH-2M 214 *State of Illinois*, and 1977-built F40PHs 125 *DuPage County*, 126 *Kane County* and 127 *Village of Glenview*.

Two types of cars have been assigned to NCS. Every train has one or more of the new Amerail (formerly Morrison-Knudsen) control cars, equipped with wheelchair lifts and other handicap-accessible features. These cars, along with the locomotives, were purchased by Metra with state gasoline tax funds. Rounding out the NCS pool are rebuilt ex-C&NW and Rock Island Pullman-Standard bilevels that were rendered surplus by new Amerail cars on other parts of the Metra system. NCS trains are serviced at Metra's Western Avenue shops, which also maintains equipment for the Milwaukee North and West Lines, the Heritage Corridor (ex-GM&O/ICG to Joliet) and Southwest Service (ex-Wabash/N&W to Orland Park).

Total capital cost of the project, including track and signal improvements, rolling stock acquisition, stations and parking lots and the Antioch layover yard, is $109 million to date. The federal government picked up 59% of the cost, the state of Illinois and Metra each contributed 16% and the local communities a total of 8%. Chris Knapton, Metra's director of public affairs, said that the bulk of the federal funding, a little under $50 million, came from the Department of Transportation's appropriation; it was specifically earmarked by Congress for NCS. Another $10 to $12 million came from federal ISTEA funds.

Metra noted that the 53-mile North Central Service is a bargain, comparing it to the $2 billion-plus cost of a five-mile subway in Los Angeles and $300 million for a 27-mile light rail system in Baltimore. (Of course, Metra was fortunate to have the most important part of the infrastructure — the railroad — already in place and running.) Parallel highway projects offer an interesting comparison. Widening eight miles of Illinois 83 from two lanes to four cost $40 million in 1995. The Illinois Toll Highway Authority has already spent over $300 million acquiring land for the proposed Route 53 extension — and they don't even have the authority to build it yet!

Metra cited other advantages: No condemnations or land takings were necessary, and no homes, neighborhoods,or wetlands were destroyed. Curiously, Metra didn't mention the line's environmental impact: hundreds or even thousands of automobiles that won't be driving to and from Chicago every day, depleting our petroleum reserves, polluting the air, clogging up Chicago's already crowded expressways and exposing thousands of people to the hazards of commuting everyday by car.

Metra ran an invitation-only inaugural run on Sunday, August 18, the afternoon before actual service started. An eight-car train, led by the 214 (rare, since Metra units almost always face away from Chicago) ripped through a

banner at Antioch to kick off the journey. Hundreds of people turned out at each station, as the celebration was repeated at each community on the line: bands played, politicians made speeches and then the inaugural train arrived, taking the mayor and other dignitaries to Union Station and back.

Revenue service began the following morning. Metra officials said they were "elated" at the first day's ridership of about 1,000. With no experience to guide them, they could only guess how many passengers would show up the first day. Fearing a public-relations backlash if they had to turn passengers away, Metra ran eight-car trains on the first day but reduced that to four later that week. Knapton said that current ridership is still about 1,000 per day, noting that commuting habits don't change quickly. Metra projects that ridership will grow to 3,500 or 4,000 per day within two years.

NCS will probably draw some passengers from the parallel Milwaukee North Line, but Metra expects to gain new riders as a result. In many communities, Metra's ridership is limited by the parking available at the station; the lots often fill up by 6:30 a.m., effectively turning potential customers away.

the benefits of having a fast, safe, hassle-free way to reach downtown Chicago. The new line is also expected to encourage economic growth and increase property values in the communities it serves. Not everybody is happy; some residents of the northern communities, notably Antioch and Lake Villa, fear that their villages will lose their rural character, although this would probably happen eventually with or without the commuter trains.

A few people expressed fears that the trains will bring "riffraff" from the city to their towns. However, Metra conductors have a notoriously low tolerance for rowdy and disruptive passengers; when it's necessary to remove somebody from a train, they arrange a welcoming party of local police to arrest the offenders.

Will the North Central Service be successful? Considering the explosive population growth along its route, it's hard to imagine otherwise. If it succeeds, it will make a convincing argument for other proposed Metra routes: Waukegan to Joliet and Gary on the EJ&E; Chicago to Dolton on UP/CSX (former C&EI); extending the Milwaukee North Line from Rondout to Gurnee or Wadsworth; extending the Milwaukee West Line to Hampshire and the Union Pacific West

THE PRESS RUN of August 18 was westbound on the wye at Junction B-12 in Franklin Park, swinging north off the former Milwaukee Road onto the old Soo Line main, now Milepost 15.5 on the Metra North Central line.

KEN CRAIG

Metra "has already assumed that [NCS] will be successful and that there will be a demand for expansion. A "Phase 2" plan is already in development calling for a second main line track and a full-service schedule." (In fact, the WC employee's timetable shows no "sidings" in NCS territory; they're considered two main tracks.) Many of the station parking lots have room for expansion, as does the Antioch layover yard.

In the meantime, Metra's sister agency, Pace, the suburban bus network, offers almost-hourly service between the NCS stations and other Metra lines. This makes NCS more convenient for commuters, and if successful, will help build ridership for a full NCS schedule. Metra states that "no one will be stuck downtown because they missed the last of the three evening rush hour trains."

Community response to the new service has been overwhelmingly favorable; residents realize

Line to Elburn, and even a proposal to extend the UP Northwest Line from McHenry to Richmond, which the C&NW ripped up in 1980!

In fact, effective November 4, 1996, Metra added two trains a day each way to its SouthWest Service (former Wabash/N&W), bringing the total to seven round trips each weekday. Before Metra took over, this route was served by a single "Orland Park Cannonball" with tuscan single-level cars pulled by a black N&W high-hood diesel.

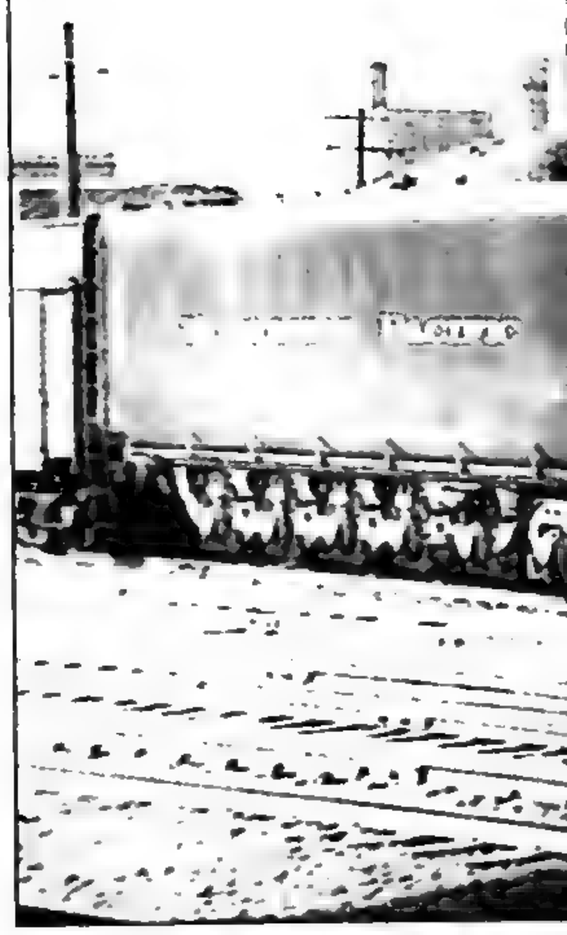
With highway gridlock becoming a fact of life in Chicago's fast-growing suburbs, the benefits of commuter rail can no longer be ignored. Hopefully, the formula that made NCS a reality — cooperation between local communities, the commuter railroad, federal and state governments and the host railroad — will be repeated in Chicago and elsewhere to create a new era of growth for commuter rail.

THE AUTHOR would like to thank Mike Blaszak, Brian Buchanan, Charles Heraver and Chris Knapton for their help in preparing this article.

Welcome Home!

by Arthur Hamilton
PHOTOGRAPHY: RONALD V. NIXON

THE LAST [illegible] built for Northern [illegible] A5 2689, [illegible] author's troop [illegible] was at Spokane (**below**) on October 12, 1952, and heading up a troop train near Marshall, Washington, (**opposite bottom**) on May 3, 1953. The 2606 had Second 3 (**left**) west of Austin on March 1, 1944.



LATE ONE BLUSTERY April afternoon in 1953, a troop ship steamed out of the open Pacific into the Straits of Juan de Fuca. As the low sun broke through the clouds and highlighted the bluffs at Cape Flattery, every soul aboard sighed, "Home at last!" I was one of the veterans returning from 13 months service in Korea and fully shared in the heartfelt (if silent) thanksgiving at the sight of the U.S.A.

However, there was one gnawing worry I had as we approached home — one which I'm sure no one else on board had. You see, I was a railfan. My subscription to *Trains* had faithfully followed me right to that drafty, below-zero tent north of the 38th Parallel, and month after month the magazine had been full of dreadful stories about the demise of steam all over the U.S. I really thought I might never see another steam locomotive in action.

Well, we anchored after midnight off the Seattle waterfront and next morning debarked at Pier 47. An Army bus cavalcade took us up Fourth Avenue through crowds of cheering people and lines of pretty girls handing up flowers; we all felt, "Who, me?" We got through downtown and out to Fort Lawton in good shape, except my fingertips still tingled from slapping some poor girl on the wrist while grabbing for a flower — those buses were doing 35 m.p.h. at least. We all fell in formation and listened to a transportation officer say he hoped he'd be able to get all 2000 of us out of town by nightfall, but he wasn't sure. Back in 1953, that meant a train ride.

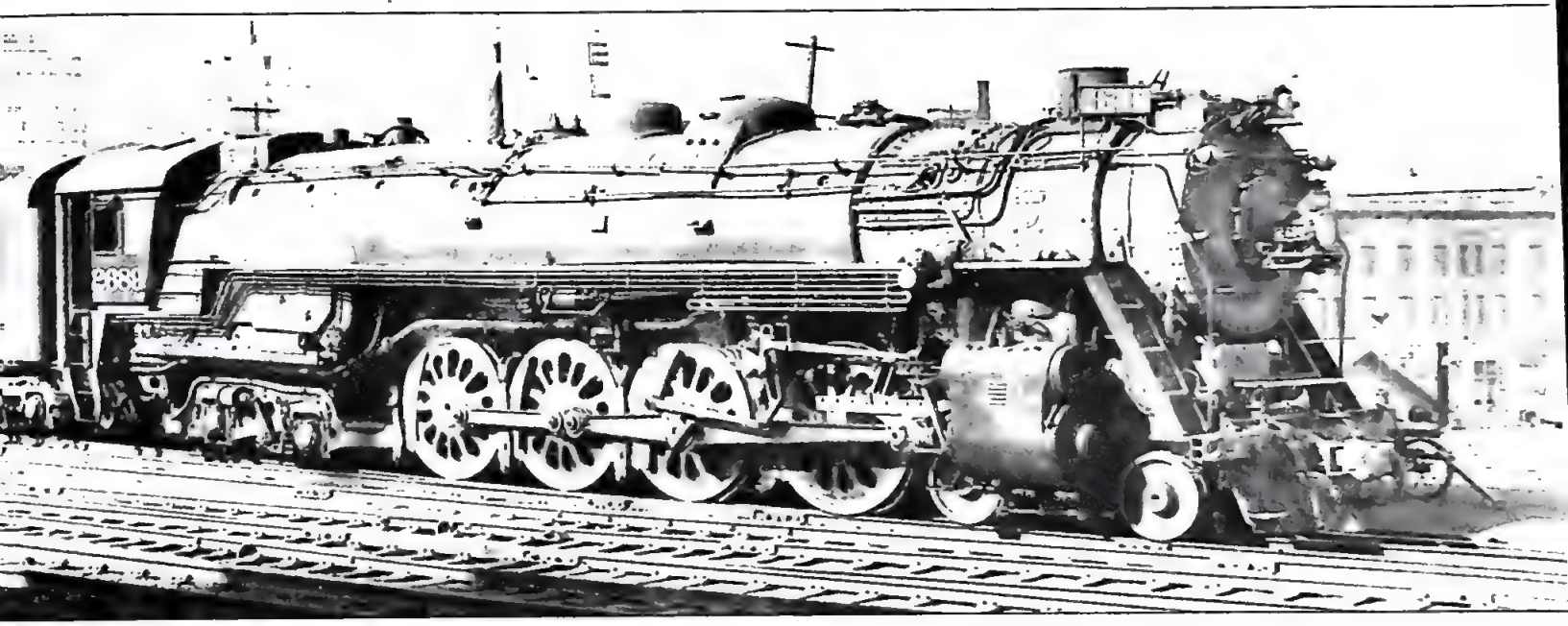
Late that afternoon, it looked pretty bad for us guys from the Southwest (my family had moved from Little Rock to Albuquerque while I was overseas). We were taken down to the

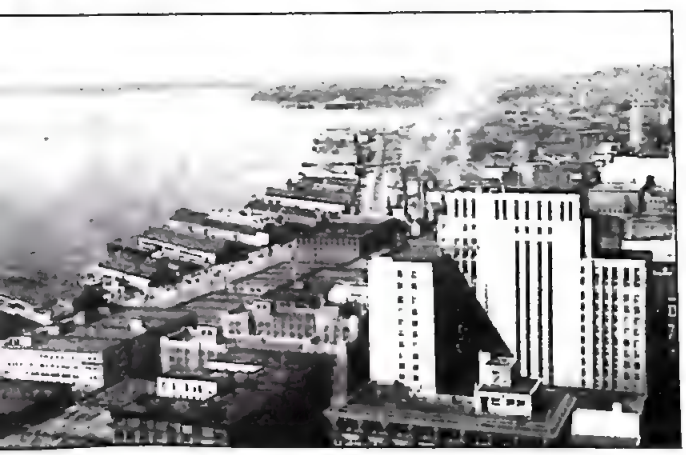
Navy barracks at Pier 91, near the GN Interbay yards, and issued bedding but told not to sack out yet. Finally about 10:30 p.m. we were told they had gotten a "main" (a troop train) together to operate from Seattle to ... *Kansas City*!

At Kansas City the consist would be split up and the Pullmans dispatched to various local bases on regular passenger trains. I was assigned to a two-car cut headed for Fort Sill, Oklahoma (as it happened, I had served there for ten months before shipping out), that being as close to home as they could get me. However, even today that strikes me as an awfully circuitous route from Seattle to Albuquerque.

I can't remember just how they got us down to the Northern Pacific team track at Interbay, only a half mile away — maybe we marched. I do recall stumbling over the ties alongside the darkened train. Anyway, that's where we got on board. Our Pullman, *Chief Iron Tail* (ten sections, one compartment, one drawing room), was comfortable enough and only two-thirds full; I even got a lower berth with nobody in the upper.

But my steam fears were still very active; we'd spent quite some time alongside a major yard with no steam in evidence, and now an NP diesel switcher tied on to start us on our trip (our car was the front Pullman).





THE SEATTLE WATERFRONT was busy in 1948. Pier 91, near Interbay Yard, is in the distance.

We were all dog-tired, and the car was soon full of snores. Even though I was in bed, with the blinds down, I couldn't sleep as we rolled slowly through a lengthy tunnel (right under Fourth Avenue where we'd paraded that morning), and stopped at King Street Station. After a half-hour of switching, we started moving with a stealthy but steady acceleration that told me this was no switching move. It was a tribute both to the engine crew and to the sound-proofing qualities of *Chief Iron Tail* that I couldn't tell by the sound what kind of power was taking us east. However, as we cleared the yard area and started moving out, that peculiar longitudinal surging, accompanied by a rhythmic squeaking of the draft gear, as a heavy passenger train is accelerated by reciprocating pistons, told me: *steam*! I immediately fell into a deep, blissful sleep.

Early next morning we stopped in Pasco for servicing. I hiked forward to take a shot of our power, Northern Pacific A5 class Northern 2689, with my new 120 folding-bellows camera but was promptly chivied back into the train by the troop commander — after all, we were still on active duty, and the country was fighting a war in Korea.

The occupants of the two Fort Sill cars then filed back to the diner for breakfast. This, like the Pullmans, was standard heavyweight equipment — none of those troop kitchens for us veterans. Certainly the food was up to the usual dining car fare, served on regular china with white tablecloths in use.

After breakfast, discipline slacked off. I was able to go to the front vestibule of our car and lean out the Dutch door. For over an hour we climbed north all-out at 30-to-40 m.p.h. up a long, gently sloping valley through the arid wheat fields of eastern Washington. Then we passed through a gap at the head of the valley, but

instead of dropping down the other side, we traversed east on the level along the hillsides toward Lind, where we crossed the Milwaukee Road main line. The curves held us to 35 or so gave me a chance to "count the cars." On the point we had that magnificent Northern, which was to take us clear to Billings. (The 2689 had not taken us all the way from Seattle, since it would not fit through Stampede Pass tunnel. I suspect she had been tied on at Yakima before we awoke.) Following the centipede tank was a rider coach for the train crew, then five Pullmans, a diner and six more Pullmans. The cars were mostly painted a standard Pullman green — a grand spectacle of standard railroading at its finest. Ah, the folly of youth — there I stood in an open Dutch door, drinking it all in, with a loaded camera in my hand and *never took a picture*, except the one in Pasco and one of a 2-8-0 switcher (NP 1250) somewhere in Washington. My thoughts at the time were that to analyze the photo angles and so forth would spoil the experience.

After lunch, I drowsed and kibitzed a poker game. Nobody had any money to speak of; we had, of course, turned in all our MPC scrip before leaving Japan and wouldn't get real money till we went on leave. But we nickel/dimed our way across Idaho and western Montana.

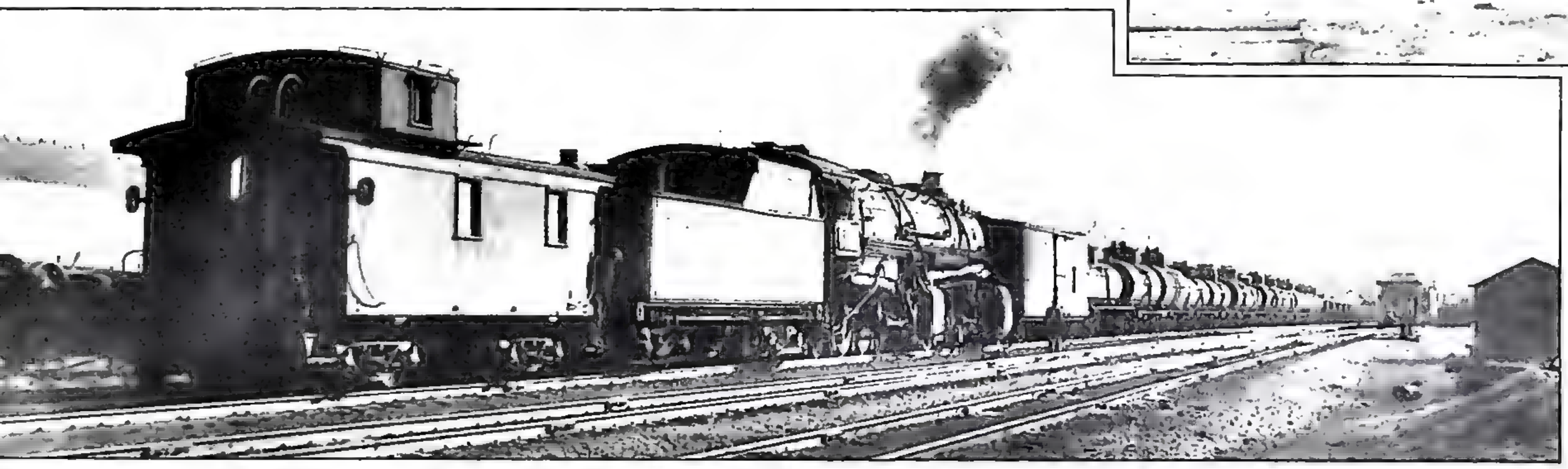
Late that evening we topped Mullan Pass and dropped down into Helena. Ten years earlier I'd been a boy standing fascinated along that same track as the eastbound NP freights stopped at Fort Harrison every afternoon to cool their brakeshoes and turn down the retainers. Day after day, each freight in the fleet, with a Challenger up front and a Z4 2-8-8-2 at the rear, would stop for 20 minutes while I climbed into the cab and spoke in reverence with the crew. Now here I was riding over the line in First Class comfort behind a giant steam engine that was probably not even built yet when I first saw that NP track in 1943 (the 2689 was outshopped by Baldwin in July 1943).

At Helena I began to realize why they kept such close tabs on us at the stops. Two guys had to be hauled out of a trackside bar before we could leave, and a couple of bottles managed to find their way on board. Nobody got tight enough to cause any trouble though. It's a wonder no one slipped off the train to try and sneak home to surprise everyone. Every man-jack on board had that in mind to some degree or other. Looking back, I can see it was a reaction to (or carry-over from) the dread of getting killed in action just before leaving for home. Even in the heavy artillery, safe and sound five miles behind the front, "with a wood floor in the tent and everything," I had known somebody down in Charlie Battery who'd been killed just a few days before he would have rotated. There was an instinctive fear of saying, "Hey, Mom, I'm coming home" and then not making it. So we never told anyone we were coming.

Next morning we were out on the flatlands of eastern Montana, making good time towards Billings. Somewhere out there I'd caught a glimpse of the legendary "Four Aces," NP 4-8-4 2626, originally Timken 1111, on a ready track, but it had been too dark to take a photo. Finally, the 2689 uncoupled at the Billings depot, along with the NP rider coach. (I can't remember if they changed out the diner, too.) Two Burlington GP7s coupled on to the first Pullman (mine), a caboose was tied on the rear, and we were off, leaving behind the world of steam — I thought.

At Sheridan, Wyoming, I received two pleasant surprises. First, the Ladies Auxiliary of Something-or-Other had heard we were coming and turned out to serve us coffee and homemade pastries — a thoughtful gesture much appreciated by everyone on board and one which could never be properly acknowledged by any of us. Second, a helper was added in front of the Geeps: a lanky 4-8-2 with a rakish cab and homemade-looking tender. It ran through over a whole division, clear to Edgemont, South Dakota. The setting sun highlighted the flashing rods of the Mountain as we rolled on over the high plains. I watched it all from the open Dutch door — and took a picture of Devils Tower off in the distance. After all, *Trains* was wrong, wasn't it? Steam wasn't dead, was it? Why spoil the beauty of the afternoon by removing yourself (mentally) from the scene to take a picture of it? I Sure do wish I had a picture to refresh the memory of that moment, though — not to mention how much I'd like to share it.

The West, was, and is, big country. We had covered 500 miles in eleven hours from Livingston to Edgemont, but our third night on board found us still a long way from home ... or from Kansas City, for that matter. Next



WHEN HE WAS NINE YEARS OLD, the author had watched Northern Pacific Challengers and 2-8-8-2 pushers work at Helena, Montana. Class Z4 2-8-8-2 4503 (**below**) was photographed pausing at Blossburg atop Mullan Pass with a freight after helping a Challenger up from Helena. Challenger 5123 (**right**) had a troop train at Missoula, Mont., on September 27, 1945.

morning we were somewhere in central Nebraska with a Burlington 4-8-4 on the point. The Geeps had been cut off at Alliance, the crew told me, and the O5 Northern was taking us to Lincoln.

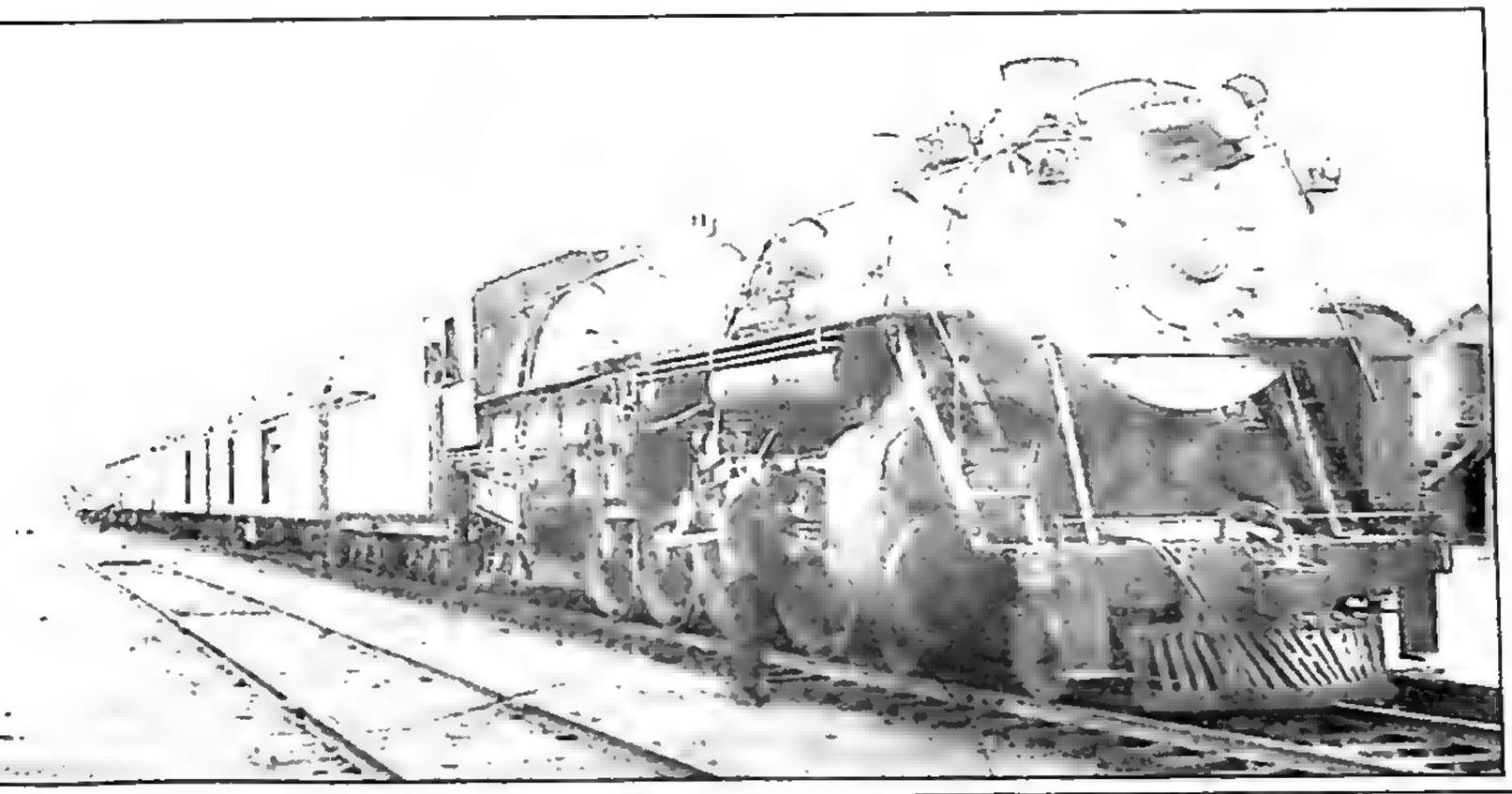
By the time we finished our morning chores and I got to the vestibule, we had passed through Lincoln, and the power was now an elderly looking Burlington 2-8-2 propelling us sedately southward. Finally we turned east again and crossed the Missouri on a giant, ancient truss bridge — the Rulo Bridge, now rebuilt by Burlington Northern to accept 100-ton cars in unit coal trains. That old bridge wouldn't have handled a Northern — and I was having my doubts about the Mikado! Then we followed the east bank of the Missouri south through St. Joseph to Kansas City, arriving about noon.

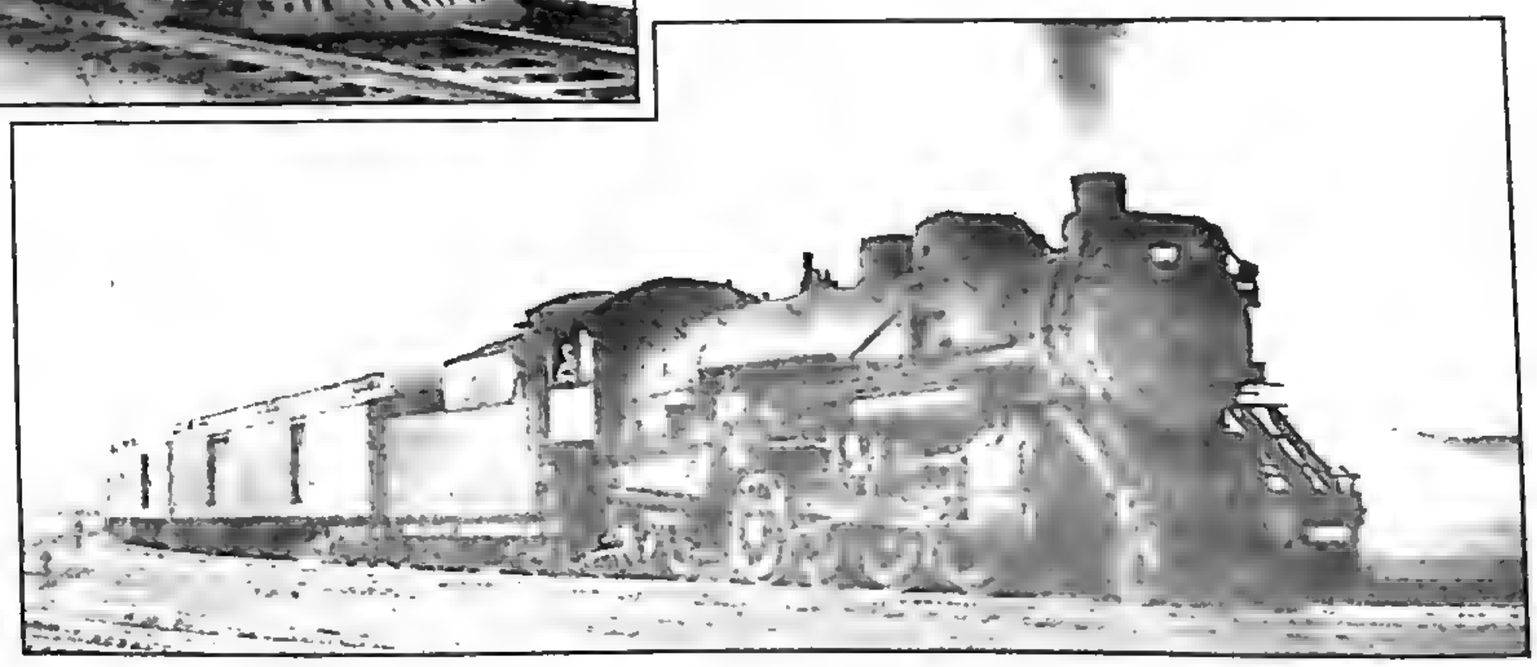
This eastbound "main" was split up here, and our two Fort Sill cars weren't due out until midnight on the Frisco. The train commander continued on with some other cars, so we were on our own for twelve hours. Now I don't know what those other guys did (they all made the train), but I was just a 19-year-old kid, and young for my age at that. I went to the nearest hobby shop, bought an HO gauge kit, some tools and a package of those new Kadee couplers I'd read about in Korea. Then I rode the streetcars for an hour or so, went back "home" to our Pullman and turned in. I wasn't old enough to buy a drink!

Next day, as we rolled through Oklahoma, I assembled that kit right on board the *Chief Iron Tail*. The Frisco had been 100% diesel for almost two years, so I didn't bother with the vestibule doors.

Our lengthy train ride came to an ignominious end in Oklahoma City about noon. The regular train no longer continued past O.K. City, and the Frisco wasn't about to run a two-car special. An Army bus carried us on to Fort Sill, and the next day I caught a DC3 "home" to Albuquerque — my first visit to the state of New Mexico.

All I have left of that journey is golden memories, the HO gauge Ulrich flatcar and the two photos. I hope this article will serve as a reminder to today's young railfans to *get it on film*! Or, if not on film, at least on paper. Somewhere out there is an editor of a railfan publication wondering what the heck to print this month.





ON THE BURLINGTON, the author's troop train got a 4-8-2 helper to aid the GP7s from Sheridan, Wyo., to Edgemont, S.D.; the 7009 **(above left)** was at Edgemont on June 8, 1940. The "elderly looking Burlington 2-8-2" that handled the train out of Lincoln was likely a sister to O1a 4998, shown **(above)** on an undated and unidentified passenger train.

THE BOOK DEPOT

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CAMERA BAG

by JIM BOYD

Photography is still fun

There's been a lot of commentary, editorial and otherwise, within the railfan community over the past few months about our responsibilities as railfans and photographers. The pages of some of the "Left Coast" publications have had exchanges that would enliven a pre-Winterail pizza session. The discussions tended to blur together, but essentially they addressed two issues: do we as railfans take our quest of knowledge of railroading far enough, and how "serious" does railfan photography get?

On the first matter, there's a big difference between railfan journalists and railfan hobbyists. As journalists and authors, we should get to know the subject matter well beyond diesel-spotting, symbol-calling and rivet-counting. Some authors are pretty good at it, and others aren't. As railfan hobbyists, it doesn't matter and it's nobody's business but your own — railfanning as a hobby is recreation and creative escape. We don't run the railroads, and the people who run the railroads generally could care less what we do or think as long as we stay off their property and don't meddle in their economics or politics.

Railfanning can be simple, mindless entertainment — just looking up and watching a train go by and going "Wow" when the GE's skin out to Run-8 beneath a plume of black smoke — or it can be a lifelong quest for knowledge, profound or trivial. We have less "standing" than sports fans, since we don't have to buy tickets and get financially involved with the franchise to watch our "game." If we become fascinated with what we see, we naturally become curious and desire more knowledge about the technology and the business — but it's something that each takes at his or her own pace. Railfanning is not a competition, and there are no judges, except those we choose for ourselves. So relax and enjoy it.

When it comes to railfan photography, the same philosophy applies. But here there are two distinct groups: the railfans who take pictures and the photographers whose subject is trains. The railfan's primary interest is the train and the whole railroad environment, and the camera is just a convenient way of taking home a souvenir or sample of it. The *photographer* is more interested in the resulting images than in the subject matter itself — as long as you can get a backlighted plume and sharply silhouetted engineer in the cab window of the telephoto-smashed Dash-9 on the S-curve, who cares what the second unit is or what's in that third container behind the scrap gon! There is plenty of room for both in the railfan community, but they often tend to harshly judge each other.

One fellow in an editorial described railfan photography as a progressive disease that starts as recreation and then becomes an all-devouring addiction with less and less satisfaction with each photographic "fix." Been there; done that. He's right — but only if you lose your perspective and let the desire for "creative" work become your only goal. How creative can you really be with today's railroad scene? Once you master the basics of composition and exposure (and today's cameras can do the latter automatically) and discover the difference between a wide angle, normal and telephoto lens, everything else is pretty much a matter of "being there" and getting lucky. The trains and weather and scenery all have to line up together for a good photo, and your "creative" skill isn't much more than getting yourself into the right place at the right time and not being diddled by weather or the dispatcher. An awful lot of it is just plain luck, so don't judge your manhood or your worth as a human being on the artistic quality of the pictures you can show (those traits are more in the realm of your willingness to accept responsibility for your actions and your dealings with other people — train pictures are pretty trivial compared to how you treat your wife and kids and friends and employer).

It's been my observation that the *railfans* tend to be a happier bunch than the photographers. The railfans are still out there shooting trains and enjoying getting their pictures back a lot more than the seriously

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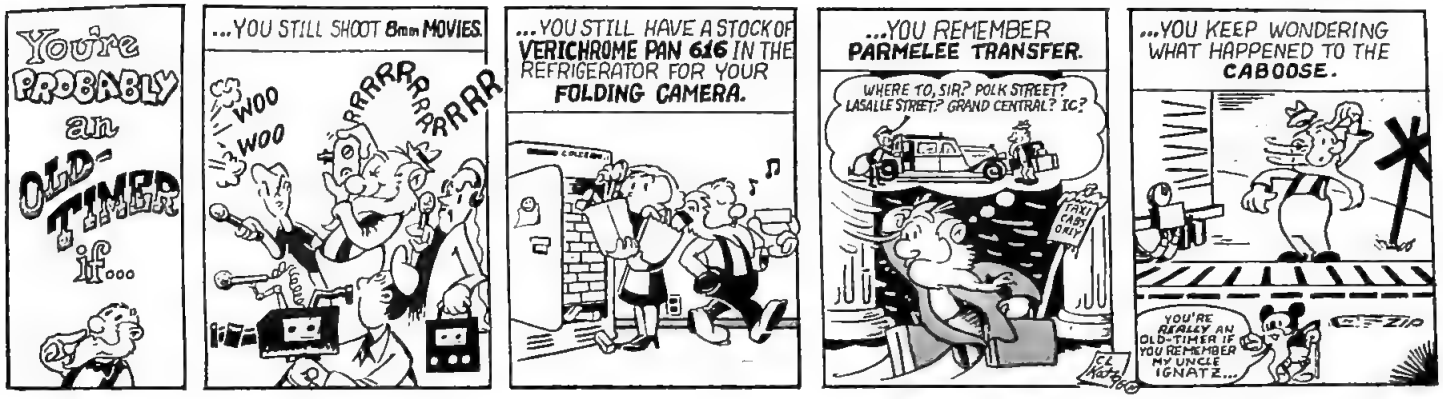
by CURT KATZ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creative photographers who tend to become their own most severe critics. A lot of the extensively published "creative" photographers are simply obsessed souls who bought a lot of super-tele-glass and are willing to spend every waking hour seeking great photo opportunities (but the best photographers — Ted Benson comes to mind — also manage to keep it in perspective and carry on a family and social life as well). On the other hand, some very good photographers have become bitter and combative loners in quest of the ultimate Kodachrome.

I went through that "driven" stage many years ago, until I realized that you get just as many good pictures if you just relax and enjoy it. I enjoy chasing a train or setting up on a beautiful autumn day and looking for the different angle or framing element. I shot a lot of telephoto in my younger days but still don't like to tripod the long glass and compose one critical shot — I'd rather duck under a tree and use a wide angle to let the scene "surround" me. If you've got the good tele and want to work it that way, be my guest — I may use your shot on the cover. "Great" and "creative" images come in many forms, not just tele-mashing an S-curve or laying an entire stack train across the desert. The skill you can learn is to be able to recognize the interesting shot when you see it and master the techniques to drive the camera — the rest is up to the dispatcher and Mother Nature! That's where the fun comes in. All the photographic "manhood" in the world won't keep that one rascally cloud from screwing up your perfect shot, so don't get so emotionally involved. Railfan photography is full of factors over which you have no control, so go with the flow and just have fun. You'll still get your share of creative (read "lucky") shots that somebody some day might call great. And the best way to become a "great" photographer is to just live long enough that your everyday old stuff becomes valuable.

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Grand Canyon reference books

If you're planning to visit the Grand Canyon Railway after reading last month's feature on Mikado 4960 — and I highly recommend a visit — two books in the gift shop are worth your time and money. First, **The Story of the Grand Canyon Railway — Cowboys, Miners, Presidents and Kings**, by Al Richmond, is available in both hardcover and softcover and contains 230 6"×9" pages of history, stories, anecdotes and black and white still photos of what became today's Grand Canyon Railway. Ten separate chapters discuss the 16th Cntury Conquistadors who "discovered" the place, the building of the line and its operation and industries (mining, logging and livestock), the building of the National Park and the coming of today's GCRy. The history of Santa Fe's Grand Canyon branch is as colorful as any line anywhere, and the book describes many special trips to the canyon, such as the original *American Freedom Train* of the late 1940s, steam-powered Rose Bowl specials and a trip by President Dwight D. Eisenhower. A few photos depict the yard at the Canyon chock full of lengthy passenger trains with steam locomotives at one end. Some significant steam era wrecks are shown, the damage from a couple of which can still be seen when riding today's trains. The hardcover book sells for $19.95, and the softcover sells for $14.95.

Next is **Rails to the Rim, A Milepost Guide to the Grand Canyon Railway**, by Al Richmond. This 136 page, 6"×9" softcover is exactly what its title implies. In eight chapters the reader gets an introduction to the GCRy and the geology of the Grand Canyon region, which is then followed by the guide. Now, "mile-by-mile" is a little exaggerated, as many of the listed locations are only a few tenths of a mile apart. The locations include yard limits, the shops, grades, overpasses and grade crossing, each of the towns and its relative importance and more. Photos of the GCRy locomotives are included, along with photos of locomotives the GCRy almost bought. Other important equipment and buildings on the line are shown as well. This book is quite useful when riding the train, and it's quite important as an historical reference, especially if you've never been to the line. This book sells for $6.95. Author Al Richmond is the GCRY's official historian and he can often be found around the railroad or riding a train. If he's around, ask him to autograph your book.

Both books are available mail order from the Grand Canyon Railway Gift Shop, 123 North San Francisco, Suite 210, Flagstaff, AZ 86001. VISA and MasterCard are accepted and add $2.00 shipping for each book and Arizona residents must add 8% sales tax — MIKE DEL VECCHIO.

Calendar Call

McMillan Publications has issued full-color calendars covering six of the "Super Seven" U.S. railroads. Only black Norfolk Southern is left out of the mix.

Leading off is the **Burlington Northern Color Calendar** which includes scenes like an SD45 passing the tower at Newport, Minn.; executive SD70MAC's on Crawford Hill; SD40-2s at Kootenai Falls, Mont.; a short stack train exiting a tunnel at Wishram, Wash., and more. The **Conrail Color Calendar** features C30-7s with a ballast train on Hell Gate Bridge, a C30-7A descending the Berkshire Mountains in Massachusetts; two westbounds going uphill at Cresson, Penn., and more. In the East, the **CSX Transportation Color Calendar** has GP40-2s at Harpers Ferry, W.Va.; Copper Creek Viaduct on the former Clinchfield in ice; GE's latest power passing NS Tower in Lima, Ohio;, a dusk shot of an SD40-2 passing the church in Huntdale, N.C., and more.

The **Santa Fe Color Calendar** features a GP60M at Williams Junction, Ariz.; an F7A on an early Amtrak *Chief*; a trio of GE's passing the depot in Pueblo, Colo., and more. The **Southern Pacific Color Calendar** has scenes including AC4400CW's in the Front Range at Plain, Colo.; a Train Master on a commute train in San Francisco; "Cadillac" SD9E's at Summit, Ore.; more AC4400CW's on Tennessee Pass and more. The final offering is the **Union Pacific Color Calendar** with a Centennial on a passenger extra at Walnut, Calif.; an SD60M splitting signals at Rock Creek, Calif.; an E9 deep in the Feather River Canyon; a Camas Prairie freight on Halfmoon Trestle and more.

All six McMillan calendars have 14 full-color photos (each contains a front cover and 13 months starting with December 1996) and fold out to 14"×22". The price is $11.95 for one, $21.95 for two, $31.95 for three and $10.60 each for four or more. They can be ordered from McMillan Publications, Inc., 9968 West 70th Place, Arvada, CO 80004; 800/344-1106.

The **1997 Railroad Calendar** from the Niagara Frontier Chapter NRHS features 13 black and white photos taken in and around western New York. Inside you'll find a pair of Erie 2-8-2s at Salamanca, a Nickel Plate 2-8-4 at Blasdell, Toronto PCC's on a chapter fantrip, Milwaukee 4-8-4 261 in Buffalo and more. The calendar folds out to 11"×17" and it's available for $7.00 from the Niagara Frontier Chapter NRHS, c/o Mr. Leondard Siwinski, 113 Saint Felix Avenue, Cheektowaga, NY 14227.

The Milwaukee Road Historical Association has produced the **Milwaukee Road 1997 Calendar** with 14 full-color images. Inside you'll find a GP35 being serviced at Bensenville, Ill.;, a pair of SD40-2s and a pair of MP15AC's working in Roland, Idaho; FP45 No.1 in yellow paint; an F40C on a commuter train at Wilson Road, Ill., and more. The calendar folds out to 11"×17" and is available for $8.00 plus $2.00 handling ($3.00 maximum for handling when ordering multiple calendars) from MRHA, c/o Tom Helms, 1826 North Vail, Arlington Heights, IL 60004-3832.

One of the neater calendars we've received (and the one with the longest title) is called the **Western Maryland Railway Historical Society 30th Anniversary All Steam Pictorial Calendar** with most of the photos taken by noted WM photographer Bill Price. Scenes include a 2-10-0 as a mid-train helper;, a doubleheaded 4-6-6-4 and 2-8-8-2 on Helmstetter's Curve; a couple of views of the Cumberland Narrows; a 2-8-0 in Durbin, W.Va., and more. In all, there

are 14 color views, plus the calendar finishes up with eight black and white views showing variations on the WM's H-9 class 2-8-0s. It folds out to 11"×17" and is available for $8.50 plus $1.75 handling (foreign orders add $4.00 handling; Md. residents add 5% tax) from WMRHS, c/o T. Robert Shivers, 7304 Parkview Drive, Frederick, MD 21702-3642.

The **Missouri Pacific Historical Society 1997 Calendar** contains 14 black and white views including a GP15-1 on a caboose hop near Memphis; a 4-8-2 at St. Louis Union Station; a Ten-Wheeler at Richards, Texas; the unique giraffe car (illustrating April) and more. The 11"×17" fold-out calendar sells for $6.50 postpaid from the Missouri Pacific Historical Society, P.O. Box 330427, Fort Worth, TX 76163-0427.

The **1997 Railroad Calendar** from the Rochester Chapter NRHS leads off with a photo of the first Livonia, Avon & Lakeville train passing the group's restored depot at Industry, N.Y., on the front cover and the last Conrail train to pass the station on the back cover (LA&L took over the line on April 15, 1996). Inside are an additional twelve black and white scenes of Rochester area railroading including several views of equipment at the Industry museum, the Erie's McKeen doodlebug 4002, a VIA FPA4 in a D&H-inspired scheme pulling a chapter excursion at Sodus, a Susquehanna stack train at Silver Springs and more. It folds out to 11"×17" on heavy paper and sells for $6.00 each ($5.00 each for four or more) plus $3.00 handling per order from Rochester Chapter NRHS, P.O. Box 664, Rochester, NY 14603 (N.Y. residents add applicable tax).

Morning Sun Color Guide Trio

There are three new color guides in the ongoing series from Morning Sun Books. **Southern Railway Color Guide to Freight and Passenger Equipment** by James Kinkaid; **Rock Island Color Guide to Freight and Passenger Equipment** by Steve Hile, David H. Hickcox and Todd Miller, and **Rio Grande Color Guide to Freight and Passenger Equipment** by Jim Eager all follow the same basic format as their predecessors. They each contain about 300 roster photos of a variety of rolling stock, with passenger cars leading off the books followed by revenue freight cars and maintenance of way equipment. Each book concludes with some "oddballs." The Rio Grande book also includes a section on narrow gauge equipment. All three books contain 128 8½"×11" pages and sell for $49.95 plus $3.50 handling from Morning Sun Books, Inc., 11 Sussex Court, Edison, NJ 08820.

California yards from Altamont

Altamont Press, publishers of the popular *Railfan Timetables*, has issued two fold-out maps of major Southern Pacific yards in southern California. The featured yards are railfan favorites: **Antelope-Roseville** and **West Colton**. Both maps show all tracks, buildings, mileposts and access roads and are completely indexed. They are a compact 3¾"×9" when folded and will fit easily in your back pocket, glove box or camera bag. Unfolded they are a large 9"×30". Each map costs $4.50 plus $.50 handling, or both for $8.50 postpaid from Altamont Press, P.O. Box 754-R, Modesto, CA 95353.

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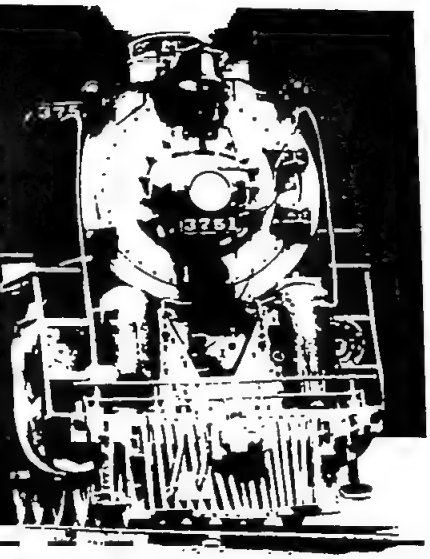

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Book Reviews:

Classic American Railroads, by Mike Schafer, published by Motorbooks International, P.O. Box 1, Osceola, WI 54020; 160 10"×10" pages, hardcover, $29.95 (phone orders 800/826-6600.

Most railroad books prepared for the "general market" and found in your local bookstores every Christmas are usually full of "Sunday supplement" writing, vague generalities and public relations department photography. This is definitely *not* the case with *Classic American Railroads*, which was designed and written by Mike Schafer of Andover Junction Publications for Motorbooks International. It is well researched, intelligently written and illustrated with an excellent selection of top-notch railfan photography, all wrapped up in a very attractive and superbly reproduced package.

The basic idea for the book is a good one: select and illustrate 15 of America's best-known pre-merger railroads, describing history, geography, politics and equipment in a capsule summary form. And it works. For each railroad you'll find a map, a text narrated history, typical steam and diesel action photos and an "At a Glance" data box giving mileage, routes, locomotives and passenger trains in specific time frames (1950, 1963, etc.). The steam-era photos are mostly black and white, while the diesel action is in dazzling color (the book advertises 150 color and 50 black and white photos). Mike Schafer knows his subjects first-hand, and in a dozen to 20 or so photos per railroad, he captures the essence and "feel" of each. As he points out, each of these railroads deserves an entire book, but he summarizes them with the eye of one who's been there.

The railroads covered are the Santa Fe, B&O, B&M, C&NW, CB&Q, Milwaukee Road, Rock Island, D&RGW, GN, IC, L&N, NYC, Pennsy, SP and UP — all chosen for their longevity of existence, public recognition and accomplishments as well as geographic balance for the book.

The text captures the significant aspects of each road's history without getting lost in third debenture bonds and boardroom politics and puts each subject into geographic and economic context (the B&O, for instance, was created out of the port of Baltimore's need to compete against the canal systems that were giving Philadelphia and Albany the edge in transportation to inland markets). Then he samples what made each road famous in the 20th Century, such as the Santa Fe's passenger trains and warbonnet diesels or the New York Central's pioneering of intermodal service and the Rock Island's unending struggle for survival. As the former editor of *Passenger Train Journal*, Mike does a fine job of highlighting each road's passenger trains and its special service touches.

With its oversize 10"×10" format, 160 pages, this is a real bargain at $[illegible] and the quality and variety of the photography alone would make it a superb "picture book," but the text and informative and accurate captions make this work one of lasting value — J.B.

EMD's SD60 Series: Steppingstone to the 21st Century, published by Withers Publishing, 528 Dunkle School Road, Halifax, PA 17032. 164 pages, softcover, $29.95 plus $3.50 shipping.

It seems strange to be writing a review of a book on such a new model of locomotive. I'm still having difficulty dealing with the demise of Alcos, SW1s and SD45s. All too well I remember the arrival of the first F40. Now there is a movement to

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preserve that unit! But I digress. This book features the photographic artistry of the many contributors to *Diesel Era*, a locomotive-oriented magazine. The book starts with a capsule history of EMD's motive power development, showing the ongoing modifications from SD40s and SD50s. Information is also given on the development of the 710G prime mover. There is a lot of technical data on the components that make up the "guts" of the locomotive for the techno-fan.

SD60 Series starts with an in-depth description of the demonstrators, then gets into a close-up look at every railroad's orders. Any and all modifications are noted and fully documented with quality detailed photographs. The black and white photo reproductions are excellent. A detailed bibliography and index (missing in too many other publications) is included. A page is devoted to spotting features of the various phases of production and identifies every locomotive that falls within that phase. The book concludes with a series of twelve HO scale drawings that gives the modeler all the information needed to accurately detail a locomotive. Overall, this is a fine book with much information for the railfan or modeler. It's definitely a must-buy for the serious diesel fan —KERMIT E. GEARY, JR.

next month in RAILFAN & RAILROAD

• MICHIGAN SOUTHERN: Tom Hillebrand tells the story of the former New York Central "Old Road" across southern Michigan, which is now an energetic short line with Alco diesels and an optimistic future.

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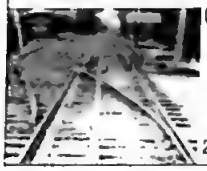
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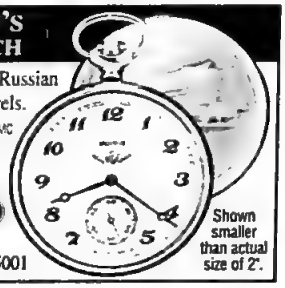
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BART Upgrade

BART HAS STARTED an ambitious seven-year program that will thoroughly upgrade its entire original fleet of rail cars. This will be done through ADtranz, a leading supplier of rail system technology. Fare dollars will pay for the car renovation project and will allow BART to offer the latest in transport technology without the need to replace a single car. As the cars are undergoing renovation, the d.c. propulsion system will be replaced with an a.c. system which will be more efficient and reduce the number of parts required. The air conditioning will be changed to a new modular unitized air system and will be the first in the U.S. to use a scroll compressor. The passengers will see rehabilitation of the interiors of at least 100 cars as part of the program. This will include new carpets, seat covers and seat cushions.

The production of the rehabilitated cars will begin in 1997. By 1999, 100 cars should be delivered to BART, and 200 more are scheduled to be delivered by 2000, with the final deliveries being made in 2002. The 439 original vehicles delivered to BART in the early 1970s are almost a quarter century old and have run millions of miles. Thanks to Jessica Bernstein for the news.

Los Angeles Standard LRV

The new Los Angeles standard light rail vehicles are beginning to take shape. The 115,000-square-foot Siemans Transportation Systems plant near Los Angeles at Carson produced its first body shell in July 1996. The shell was shipped to Sacramento where the internal components were installed and tested. The fully operational vehicle will be ready to go into service in early 1997.

Los Angeles has orderded 52 of the standard cars, which will cost $2.4 million each and take 4,000 hours to build. The shells are made up of 1,500 parts. The new cars will be more streamlined in appearance than those currently operated on Los Angeles' Blue and Green LRT lines. They will be able to travel at 65 m.p.h. rather than the present 55 m.p.h. and will be powered by high-performance a.c. motors instead of d.c. motors. They will be built with the appropriate hardware and software so that they can eventually operate in automated mode if necessary. Many thanks to Frank R. Bauer for the news.

Portland tunnels bored through

On August 14, 1996, the west side tunnels under construction to serve the Portland light rail line's extension west from downtown were finally bored through. The twin three-mile-long tunnels are far from finished because follow-up work will continue for at least two more years. The west side line is scheduled to open between Portland and Hillsborough on September 8, 1998. The section from downtown Portland to Aloha was expected to open in 1997, but problems with digging the tunnels forced a delay. The overall project costs stays at $944 million, but the tunnels cost $158 million instead of $103 million. Congratulations to th[illegible] in Portland and thanks to Douglas I. L[illegible] an for the news.

Good times in Cleveland

The opening of the new light rail extension in Cleveland is exciting news because it is the city's first light rail opening in the last quarter century. Otto Goessl writes the extension was less costly than might have been expected for such a venture because no new cars were needed. Both Shaker Green Road and Shaker van Aken Boulevard line cars proceed through the Cleveland Union Terminal and then, as he describes it, they twist and turn through a revitalized industrial downtown, all on private right-of-way. The cars pass beneath and over bridges, under Interstate roadways and finally come out on the Flats, which is Cleveland's nightclub, restaurant and tourist mecca.

Opening day found the cars running at capacity with both tourists and native Clevelanders taking advantage of the free rides offered as part of the celebration.

Albert Doane wrote that many people think that the new light rail line is right up there with Cedar Point for fun. In addition to the Rock & Roll Hall of Fame, the new ride of the Cleveland Regional Transportation Authority boasts more than 150 bars and nightclubs, a science museum, two major shopping malls, two stadiums, one arena and a huge parking lot at its eastern end, which will allow a lot of folks to park and ride. Let's hear it now for Cleveland!

Miami Metromover shutdown

The Miami Metromover was partially shut down because the Congress Building, a 70-plus-year-old skyscraper in downtown Miami, is crumbling. Right on the edge of its decaying facade is Metromover's downtown inner loop. The fear of a chunk of the building falling on Metromover's guideway caused a closing of the inner loop.

The inner loop is the clockwise part of the system, so Metromover could only provide outer loop service in the counterclockwise direction. The 13,000 daily riders of the Metromover were highly inconvenienced. The shutdown occurred in June, and the problems were not solved until early July. The Congress Building's east wall will be wrapped in a polyurethane mesh while the structure is being renovated. The net is to keep parts of the building, or construction debris when the building is renovated, from

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Program Begins

falling on the Metromover's First Street Station Guideway. Mitchell Green sent the information and writes that Miami just celebrated its 100th birthday. Thanks to the agreement reached on the restoration of the Congress Building, the Metromover was working again during the last week in July.

WMATA computer glitch

Washington Metropolitan Area Transit Authority technicians have discovered that some part of the rail system's software was partially responsible for the fatal wreck on the Red Line on January 6, 1996. This happened at the Shady Grove station when a moving train slid through the station and crashed into a parked train, killing the motorman. Evidently the train was told by the computer control system to travel 75 miles an hour instead of the regular 59 m.p.h. speed that the computer program is supposed to impose.

WMATA has taken several safety steps since the accident including reducing speed limits to 49 miles per hour in bad weather. Brakes have also been readjusted to apply more friction in the hope of making trains easier to stop on wet tracks. At end-of-the-line stations, such as Shady Grove, trains waiting to enter service will be placed further from the stations and not on the same track as approaching trains. Thanks to Charles H. Bogart for the news and to Marion J. Zych for the interesting information.

Lowell extension considered

The trolley operation of the National Park Service at Lowell, Massachusetts, may see expansion in the near future. Northwest Engineering, Inc., has been selected by the Northern Middlesex Council of Governments to provide engineering consulting services for the extension as well as a market analysis to determine the tourist and transit potential for the extension.

Northwest Engineering will explore the feasability of extending the trolley system from the Lowell National Park Historic Site to the MBTA station downtown. A minor-league baseball stadium and a professional ice hockey arena would also be served by the trolley.

Located at the confluence of the Concord and Merrimack Rivers, the city of Lowell was one of the first areas of textile production in the U.S. and is considered America's first planned city. The NPS has been instrumental in the restoration of nearly half of the city's water-powered mills for use as modern manufacturing facilities. The trolley service is provided by two open-air cars and a closed car built in the mid-1980s.

Signals in New York

New York City transit engineers have been meeting with representatives of many railroads from five foreign countries for input in signal improvements. As a result of this consultation, a moving block signal system was chosen. Under this system, all trains continuously transmit their speed and location to zone computers. Information is returned to the trains on maximum allowable speeds and stopping points, the latter being the location of the rear end of the preceding train. A computer on each train continuously calculates a stopping profile based on the necessary stopping distance from its current speed plus a safety margin. If a motorman overshoots the speed threshold, the brakes apply automatically. Because the 14th Street-Canarsie L-line trains do not operate with trains of other lines, it is likely that line will receive the first moving block system. Resignalling is a slow process, and it is not expected to be complete until 2025. Thanks to the New York Division *Bulletin* of the Electric Railroaders Association (P.O. Box 3001, New York, NY 00008.)

KODACHROME: NORTHWEST ENGINEERING, INC

LOWELL NATIONAL HISTORICAL PARK'S trolley operation may soon be expanded. The National Park Service operates three vintage-looking trolleys built in the1980s around the Massachusetts mill town.

San Antonio soon?

San Antonio and Austin are not far apart, and both cities are growing. Traffic congestion has not been getting any better in either city nor in the area between them. There is also serious concern about air quality. A proposal has been made for a 15-county Austin / San Antonio Commuter Rail District that would embrace both cities and the crowded corridor between them. It is felt by some that a new rail service

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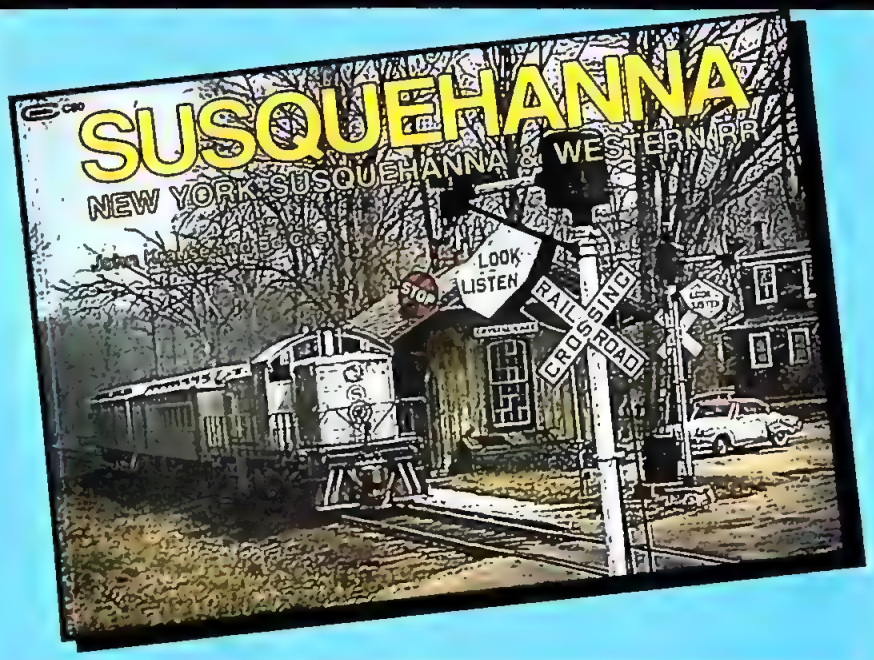

This book by John Krause and Ed Crist offers a good historical overview of the Susquehanna in its pre-Delaware Otsego days. It includes fine black and white photography by John Treen, John Krause, Bob Collins, Hal Carstens, Jim Boyd and others taking us on a westward tour of the Susie Q from Jersey City to Hanford and Hainesburg. Highlights include GP18s passing Charlotteburg Reservoir, Russian Decapods climbing Sparta Mountain, an RS1 at Hanford, L&HR RS3s at Sparta Junction, an L&NE FA at Swartswood Junction and much more. Detailed captions describe the locomotives, locations and operations, and there's a full-page map of the Susquehanna and its neighboring railroads. 98pp.(C00080).....$15.95 + S&H

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would help improve mobility by adding capacity without sacrificing air quality.

The idea will take awhile to catch on, but it's one that is worth further investigation. Supporters of the Austin-San Antonio rail project produced a video to help sell the idea. The freeway bewteen the two towns, Interstate 35, is increasingly jammed and the future for free-flowing traffic not good.

Perhaps some readers realize that a trolley line in San Antonio, named the freight operation at the Pearl Brewery. For a time there was also passenger service offered by "Old 300," a trolley that served the area until 1933 when San Antonio became the largest city in the United States to replace streetcars with buses.

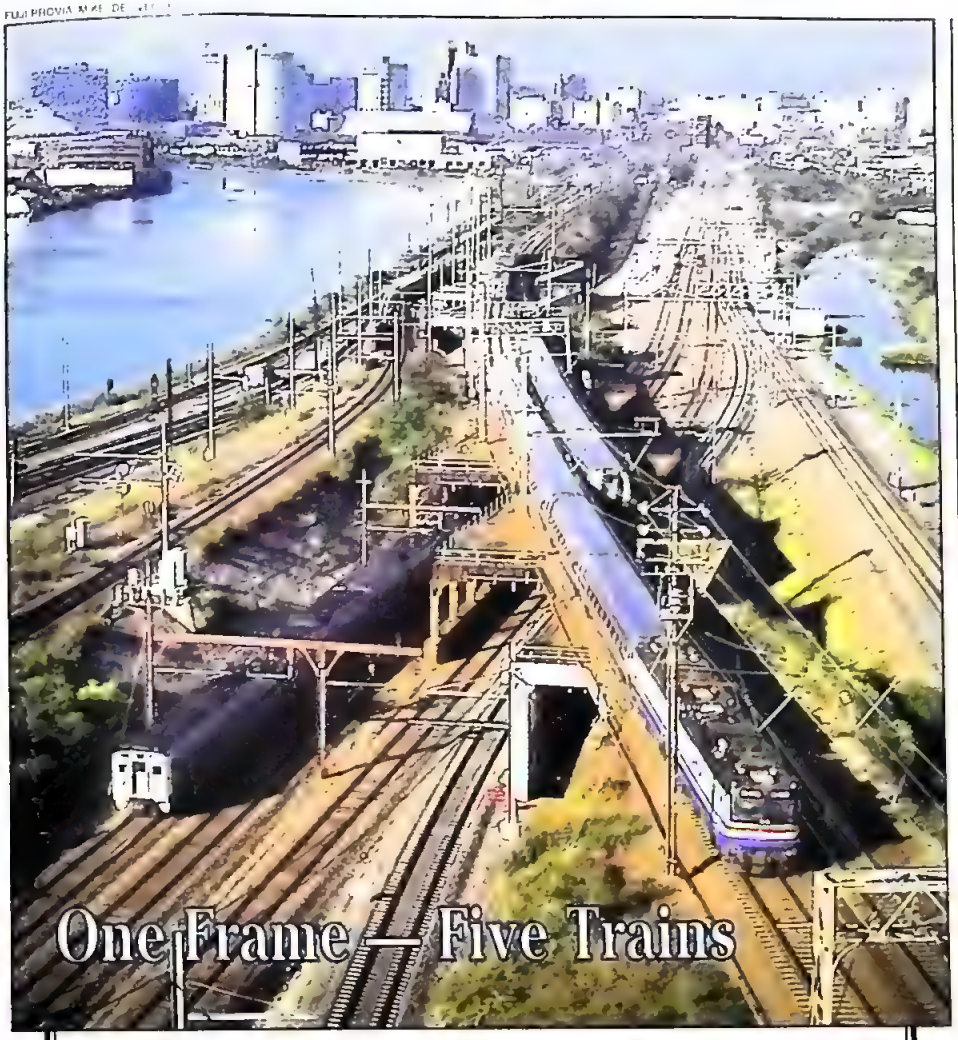
Old 300 is owned by the San Antonio Museum of Art, which offered a short trolley ride to visitors. Rising insurance costs caused the car to be leased by the museum to Gales Creek Enterprises, which ran Old 300 between Portland, Oregon, to Lake Oswego. Old 300 was once restored but again neeeds work after having been relatively unattended for awhile in the damp climate of Oregon.

The proposal for future trolley service in San Antonio begins with the conversion of the beautiful Southern Pacific station on the east edge of downtown into the Sunset Depot. The station would be converted into an entertainment complex that would be part of a tourist district near the Alamodome. Just a short way up the Southern Pacific tracks from the depot is the line to the Pearl Brewery. Service could be offered from the Sunset Depot past the art museum, with a possible extension to the Witte Museum in Brackenridge Park. The brewery owns 1.7 miles of track, and the extension would be about 1.5 miles long. Until the opening of DART service in Dallas, this was the only electric railway in Texas. Thanks to Anthony R. Bretherton for the information.

Good News from Calgary

Calgary, Alberta, has good transit news: ridership is rising sharply. The buses and trains operated by Calgary Transit are being challenged to the maximum by the number of riders. In 1990 there were 52.1 million riders; in 1991, 54.9 million and 1992, 55.3 million. Then the economy went into a swoon, and 1993 saw 54.6 million riders, and 1994 only 54 million riders. With the pick up in the local economy in 1995, there were 56.3 million riders, and ridership projected for 1996 is 58.3 million. The city's economy is buoyant now, and Calgary Transit received the go-ahead to operate 1.397 million hours of service in 1996, which is an increase of 22,000 hours over 1995. The city council is considering another 15,000 hours of service to meet the challenge of handling more riders.

Other good news is that the RegioSprinter diesel rail car is a hit with commuters. The self-propelled car, on loan from Siemans, has been shuttling back and forth along CP Rail track between the Anderson light rail station and 162nd Avenue Southwest in Shawnessy. An average of 850 commuters is carried to and from Anderson station daily. The first day of operation was on April 12, when there were 218 riders. May 2 saw 937 riders appear, for the peak day of patronage so far. Siemans loaned the car to Calgary Transit for five months. Many thanks to George A. Moore for the news.



One Frame — Five Trains

IT WAS JUST ANOTHER rush hour morning on October 1, 1996, at Allied Junction when something unusual occurred. NJ Transit's Midtown Direct Train 6624 rolled through here at 9:07 a.m., about five minutes late, entering Amtrak's busy Northeast Corridor bound for New York's Penn Station in front of a slightly later *Keystone* (No.640) from Harrisburg lead by AEM7 949 (**above**). The *Keystone* slowed to a crawl while waiting for the signal behind 6624 to clear, and an NJT "Trenton Local" crept up behind it with the dispatcher's permission, just as NJT Morris & Essex Train 626 passed underneath at a cool 79 m.p.h. en route to Hoboken and westbound *Metroliner* No.207 zipped past. Hardly noticeable is the white Port Authority Trans-Hudson (PATH) train overtaking the distant NJT m.u. set — that's five trains in one frame!

Allied Junction is located about five miles west of mid-town Manhattan — that's the Newark skyline distant — where the Pennsy (Amtrak) crosses over the Lackawanna (NJT). Among the confusion are the tracks of the Pennsy-owned Hudson & Manhattan (PATH) — the tangent PRR track in the distance is the site of legendary Manhattan Transfer where the Pennsy would swap steam locomotives for electric and passengers could change trains from the main line to the H&M "tubes" into Gotham.

During September 1996, NJT debuted the connection of Amtrak and the Morris & Essex Lines as its Midtown Direct service, which uses the new tracks in the photo. This junction is one of the busiest anywhere and can see 300 or more moves in daylight, so five revenue passenger trains rolling through here at once may not be that unusual. But on this day at 9:12:32 a.m., there was a witness — MIKE DEL VECCHIO.

Flashes

LOUIS J. GAMBACCINI, general manager of the Southeastern Pennsylvania Transportation Authority around Philadelphia since 1988, has decided to retire in February 1997 at age 65. I've known him for years, and he is, without question, one of the great transit people of our time. He was also in the past New Jersey's commissioner of transportation and was involved with the Port Authority of New York and New Jersey. He will be missed.

Sympathy to the family of **CHARLES R. LLOYD**, a founder of the Baltimore Streetcar Museum in 1966, who passed away recently. Mr. Lloyd had been a motorman for the Baltimore Transit Company from 1946 to 1948. For years he was the museum's vice president of operations, dispatcher and training instructor. He had held these positions for more than 26 years. He and his company, Lloyd Publicity, also provided years of service to the NRHS. Thanks to Charles Bogart for the news.

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Del Vecchio goes downtown

Recently tortured with a big decision, I chose to accept an invitation to work in New York City for the Simmons-Boardman Publishing Corporation as associate editor of both *Railway Age* and *Railway Track & Structures* magazines.

Railway Age, at 120 years, is the industry's oldest and most respected and responsible trade journal, and it's indeed flattering to have been even considered for the position, let alone wooed. The decision did not come easily, and I'm not happy about leaving. But I'm excited about the new challenges and also about becoming part of the railroad industry rather than an observer. And a 17th floor Manhattan office on the Hudson River overlooking Lackawanna's Hoboken Terminal isn't a bad perk, either.

Just three issues shy of ten years at R&R, I owe editor Boyd and publisher Carstens a debt that can never be repaid for the funnest and fastest ten years of my life. With regular nine-to-five hours and weekends off, I don't plan to be a stranger to the R&R offices or to disappear from these pages.

New associate editor Chris Kimler is already on board and is assimilating quickly. Meanwhile, the new job will require lots of travel and much of the same type of writing and magazine production as R&R, and even some of the same contacts. Except for the train ride each morning, this may not be such a big change after all — MIKE DEL VECCHIO.

Stand by for ... *trains*?

It seems that I've been listening to Paul Harvey News since I was a kid, and that's gotta be pushing 40 years. He was the first radio personality that I recognized and remembered, and as I grew up and began moving around, I could always find him on the radio somewhere — until I moved to New Jersey in 1971, where his "grass roots conservative" style was too unsophisticated for the big city liberal market. After that, Paul was able to greet me with "Stand by for *news*!" only when I was out driving through flyover country.

Until a couple of months ago, that is, when New York's 77-WABC began carrying him as the lead-in to its phenomenally popular Rush Limbaugh show. For the first time, I could get Paul Harvey here in Newton. It's amazing that he sounds the same today as he did back in the 1950s, though his style seems a somewhat less exaggerated and his wit a bit sharper.

I've known since the beginning that Paul was a certified pilot, and some of my favorite aviation stories were gleaned from this radio show — but he has never really demonstrated a "thing about trains."

Until today. It was subtle but significant when he used a pure steam-era term in perfect context when referring to Bill Clinton's re-election. In a list of other factors, Paul observed that today, "... the gravy train is running in three sections ...". I couldn't help but wonder how many people under 50 would know what that really means.

In this era of shallow Baby Boomer values and drug culture intellectuals, it was nice to sit in my very '90s Saturn listening to AM radio and hearing a man talk casually in terms wrought of heavyweight 10/6 sleepers and the overnight limited in three sections.

Y'know, Paul, I think we're both showing our age — J.B.

EastRAIL and Winterail

EastRAIL is back! After a two-year absence, the day of multi-media rail-oriented programs returns to New Jersey. For those of you counting, this will be the sixth EastRAIL. Started in 1990, EastRAIL grew steadily for four years before experiencing a sharp attendance drop in 1994 (which was the first year it was held in the spring instead of the winter). There is a lot of sentiment, however, that the concept is worthwhile. This year's event is being hosted by the United Railroad Historical Society of New Jersey, operators of the "Erie" E8s and "Lehigh Valley" F7s that have been used on excursions in the Garden State. Proceeds from EastRAIL will go toward establishing a rail and transportation museum.

Tentative programs include Tom Baker with a Conrail program; Alco-phile Sandy Burton with (what else?) Alcos; Frank Etzel with a "railfan sampler;" Greg Nazarow presenting the twilight of South African steam; Scott Snell with with a yet-to-be-determined subject and yours truly showing a recent sojourn to Colorado and Wyoming. There will also be a special tribute to the late Don Ball, Jr., showing many of his photos.

Tickets are available in advance for $10 or on the day of the show for $12. Ticket orders can be sent to URHS, P.O. Box 711, Clark, NJ 07066.

On the West Coast the "grandaddy of 'em all" (and we're not referring to the Rose Bowl) will be held in Stockton, California, on Saturday, March 8, 1996. Of course, we're referring to Winterail, the original railfan multi-media event. This year's slate of presenters include Mike Valentine, Gordon Glattenburg, Tom Moungovan, Mark Acuna, Dick Dorn, Ken Meeker, John Shaw, Dave Nicolette and Don Hunter.It will be held at the Scottish Rite Temple in Stockton from 9:00 a.m. until 10:00 p.m. Winterail also features a railroadiana show & sale at the same site. Tickets for both the photography exposition and railroadiana sale are $18 in advance only. Tickets for just the railroadiana sale are $4 at the door. Advance tickets can be ordered by sending a check payable to Vic Neves - Winterail '97 and mailing it to P.O. Box 23721, Oakland, CA 94623-0721.

And in the spirit of all advertising, we'll mention that the actual show itineraries for both EastRAIL and Winterail are subject to change right up until the day of the show. If the winter blues are getting you down, and you want to see trains without standing in knee-deep snow, come to one of these events. You'll see some impressive trains from the comfort of a heated auditorium — S.B.

Houlihan's hooligans

It seems every day more and more of our favorite railfanning spots have become "off limits." I'm sure many of you can recall being able to visit a favorite engine terminal, tower or yard without the fear of being asked to leave (or arrested!). Even the main lines are becoming more difficult to be around. Amtrak's Northeast Corridor is well-patrolled, BNSF would like photographers to obtain releases before venturing along Crawford Hill, most of the favorite photo perches are inaccessible along Horseshoe Curve, and Cajon Pass has fences up at Summit. In most cases, railfans aren't the reason for the inhospitality — Amtrak has legitimate safety concerns on the Corridor, and Horseshoe Curve is such a major attraction to the general public that some control must be instituted. Still, despite the many places that are off limits there are still a lot of good spots you can shoot without hassles and restrictions.

Unfortunately, the railfan community is sometimes its own worst enemy. One of the classic Midwest photography locations, Houlihan's Curve along the Santa Fe just west of Chillicothe, Illinois, has joined the ranks of being off limits. And it isn't because of safety concerns, but rather because of rudeness of visiting railfans. Houlihan's Curve is situated on private property, but over the years the property owner has kept the grass manicured and generally looked the other way when trespassing fans camped out on her lawn.

Recently, however, a group of photographers at the curve was disposing of their empty fast food boxes on the ground. The owner of the property asked them to clean up, and she was insulted with vulgar language. When the group left, they turned around in the owner's driveway and spun their tires to throw gravel on her car.

The owner's understandable reply was to put up a fence and end her hospitality.

While we try to stay out of the business of preaching (too much), this incident speaks for itself. If we as fans expect to be treated better than others by railroad employees and private property owners (it's doubtful the owner at Houlihan's would let her lawn be used for, say, football games every weekend) we have to make sure that we return those favors— S.B.

Working with Del Vecchio

It has been my pleasure and honor since I started at Carstens last March to work with associate editor Mike Del Vecchio. He is one of the most sincere people I have ever met, and his patience with me while I learned the ropes of the magazine business was always appreciated.

I was mostly impressed with the way Mike handled the duties that seemed to gravitate to him — these duties weren't assigned to him, they were just things that needed to be done and somehow that meant they wound up on his desk. He was elected president of the Tri-State Chapter NRHS, a group that needed a lift after their ill-fated convention in 1988, and Mike helped the group re-establish its credibility. He got them focused on various projects, most notably the restoration of their Lackawanna baggage car. That car has been displayed at a number of events in the area and has served as a catalyst for a lot of former Lackawanna employees to start spinning tales of when they worked on the railroad.

Oh, yes, the Lackawanna. Mike has done more to preserve the heritage of the DL&W than almost anyone. He has spent numerous hours working with the Museum of Transportation in St. Louis, the Railway & Locomotive Historical Society and a number of individuals to ensure that Lackawanna camelback 972 will get proper care.

The community of rail photographers has

KODACHROME: ED JOHNSON

CHANGES AT HOULIHAN'S CURVE in Illinois include the appearance of a new image for BNSF and the appearance of a fence. BNSF 9297, wearing the experimental "Northern Lines" livery with red pinstripes, led Santa Fe warbonnets around the curve westbound on September 30, 1996. The fence was put up by the property owner in response to photographers abusing the privelege of being on her land.

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THE DELAWARE- LACKAWANNA hosted a night photo mixed train on October 25, 1996, for the Anthracite Railroads Historical Society and the Erie Lackawanna Historical Society joint convention held in Scranton, Pennsylvania. Photographers were first treated to a "meet" between D-L C425 2461 and restored Lehigh Valley caboose 95003 at Nay Aug Tunnel in Scranton. The train then proceeded to the abandoned concrete DL&W tower at Gouldsboro for the second scene (**right**) before finishing up with a final shot at Tobyhanna. The attendees were treated to a daylight run over the D-L to finish the event on October 27. The D-L is also host to Steamtown's excursions from Scranton to Moscow.

KODACHROME STEVEN D. JOHNSON

THE NASHVILLE & EASTERN was the scene of eleven excursions sponsored by the Tennessee Central Railroad Museum on September 27-28, 1996. The first day saw four round trips between Cookeville and Baxter for the benefit of area third grade students as well as an evening dinner run from Cookeville to Silver Point for the benefit of the local Chamber of Commerce. On Saturday, September 28, there were five public trips to Algood and another dinner train to Silver Point. All the trips operated "pull-pull" style with U36B 5772 on the west end of the train and U30B 5343 (the *Charles P. Bradley*) on east end. At the end of the two days over 3,800 tickets had been sold for the eleven trips. On Friday night the train was laying over in Cookeville across the street from the Cream City Ice Cream plant. Now the Cream City T-Shirt Shop, the owners rarely turn on the plant's large neon sign, but it was glowing brightly once again as NERR U30B 5343 idled in front (**left**).

benefitted from Mike's getting involved, as well. He was one of the early purchasers of a Lumedyne electronic flash when bulbs became scarce. He was the only Lumedyne pioneer, however, who semi-scientifically tested the unit to see what it could *really* do. Mike also set up numerous night photo sessions, and he has worked to make some daytime events more interesting, as well — last month's Grand Canyon cover shot was a direct result of Mike's involvement, and the folks attending the railfan weekend, were the beneficiaries.

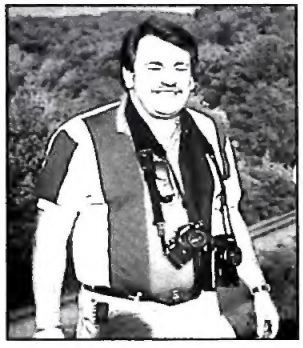
Anyhow, even with Mike's departure to the Big Apple to work for *Railway Age*, I know he'll still be involved in the fan side of the industry. His heart is with steam and museums and history. The professional side of railroading will benefit as he brings his depth of knowledge to his new employer.

The "new guy" here at RAILFAN, Chris Kimler, is proving to be a big asset. This issue was the first one Chris and I worked on together, and we blend well. Some of my weaknesses are areas Chris excels in, and we're going to make a great team, I'm sure. We both have ideas on how to keep from going crazy once a month as deadline looms above us. And we both get along with editor Boyd, which is a big plus.

Nonetheless, Mike — I'm gonna miss you around here. We had a lot of good laughs together and came up with some pretty neat stuff for the pages of RAILFAN. I'm going to miss the surprises, though, like the time you came back from lunch with your pick-up truck full of milk cans that you just bought for the baggage car.

See ya trackside! — S.B.

JIM BOYD



Mike Del Vecchio: 1987-1996

Good grief. This is beginning to sound like an obituary. Relax, you guys. Mike Del Vecchio is still alive; he's just working in New York now.

Mike was the first person to become the full-time R&R "staff" after my one-man-show from a quarterly RAILFAN in late 1974 to bi-monthly in August 1977; Mike came aboard with the July 1987 issue in preparation for our going monthly with the October 1987. Mike's knowledge and skills as a researcher went a long way toward making R&R a success. And since he's not leaving the area, Mike will remain a personal friend and contributor to R&R.

Mike always seemed to be on the telephone. The other day I went into the associates' office to see Chris busy on the phone. He was talking to Del Vecchio. Mike's *still* on the phone even when he isn't here!

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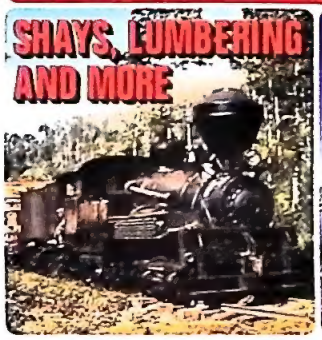

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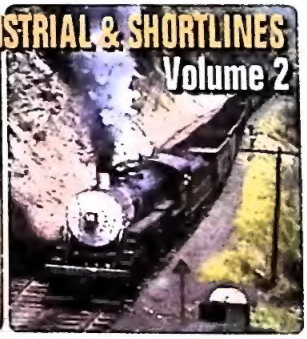

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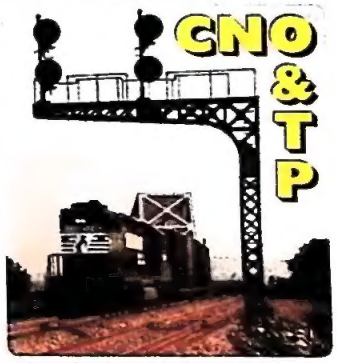

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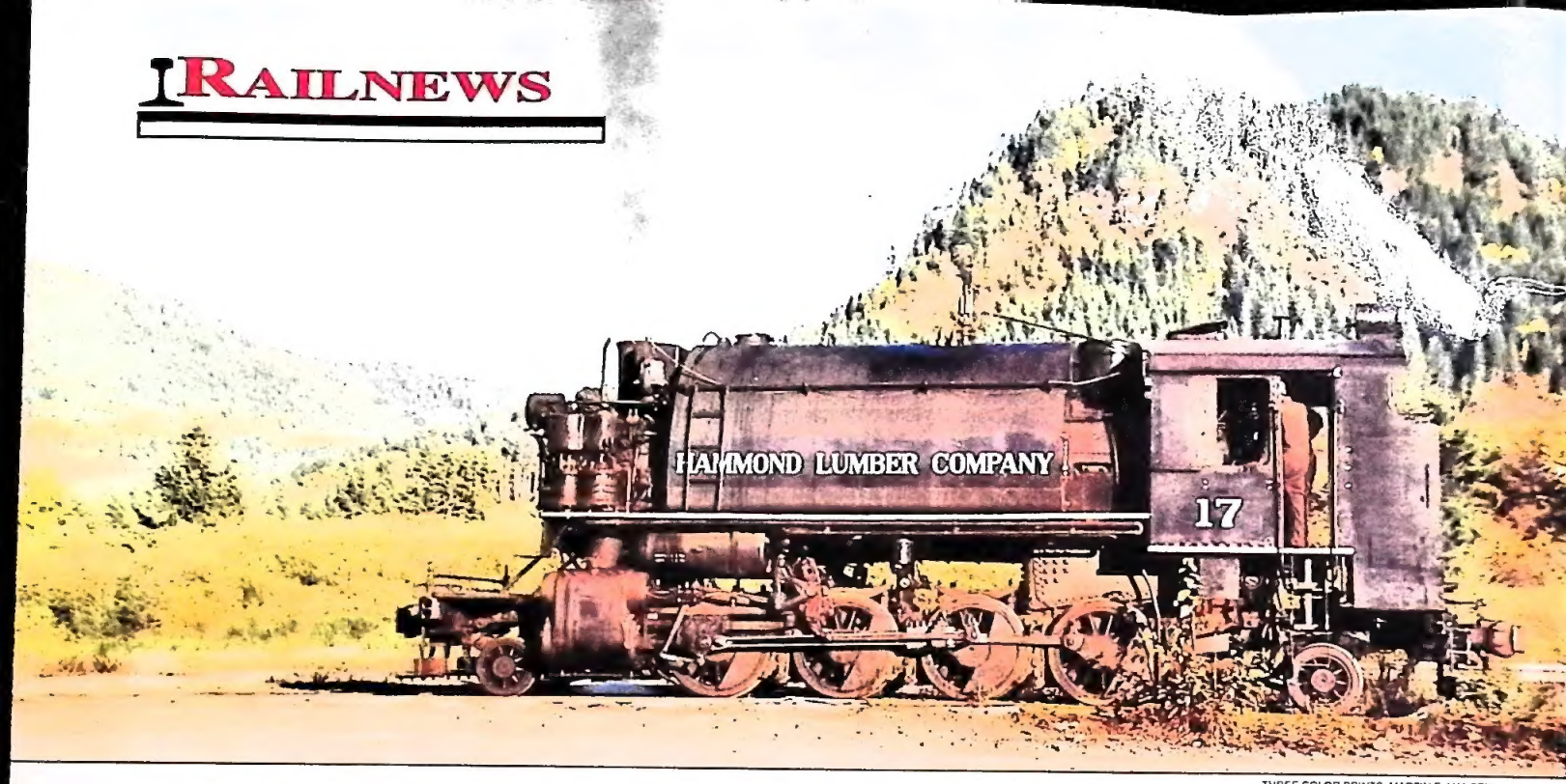

THREE COLOR PRINTS, MARTIN E. HANSEN

THE MOUNT RAINIER SCENIC RAILROAD fired up all five of its logging "lokies" simultaneously for the first time on November 2, 1996, for the TRAIN convention . Under steam were 2-8-2T 17 (**top**), Shay 11 and Heisler 21 (**above left**) and 2-8-2 No.5 and Climax 10 (**above**). See RAILNEWS.

KODACHROME: BOB GOIN

WESTERN MARYLAND 6 is once again climbing the mountains for the Cass Scenic Railroad in West Virginia. The newest and largest operating Shay in the world was drifting at Gum's Field between Cass and Whittaker Station on October 14, 1996 (**right**). "Big Six" and the rest of the Cass geared steam fleet won't reach the end of the line at Bald Knob until spring 1997 when repairs to the right-of-way caused by last year's winter storms are complete. Crews will continue with the repairs until the snows fall this year and should be finished in time for the annual railfan event in May. See RAILNEWS.

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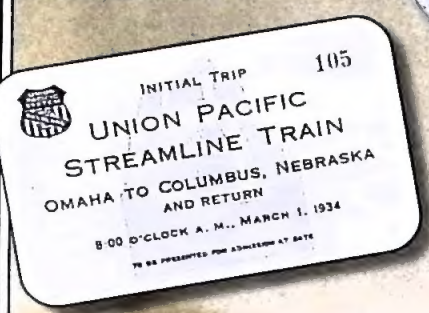

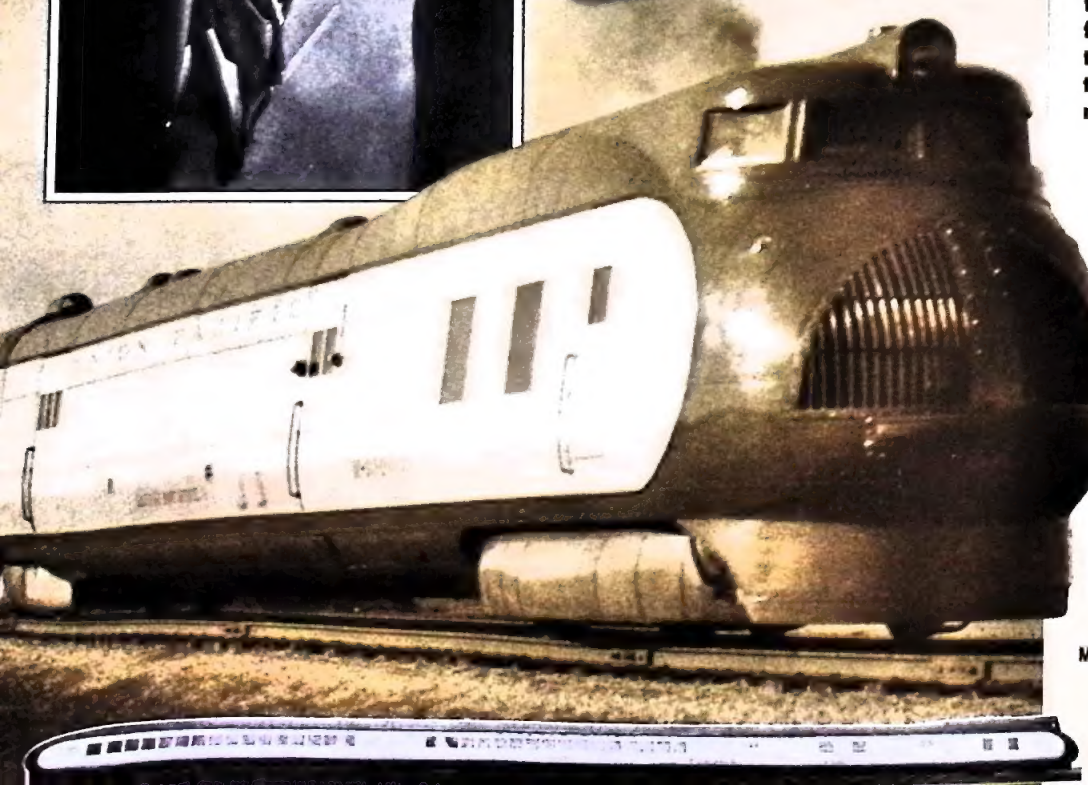

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